WRITER BLASTS CAL CLUB GRAVY TRAIN

See Page 1

MOTOR RACING

Vol. II—No. 7 (Published Bi-Weekly) Los Angeles, Calif. 15c Jan. 25 - Feb. 1, 1957

HAUSER SCORES WET POMONA WIN; 3 FANS HURT AS MILES HITS FENCE

See Page 1

—Gene Simon

THE WINNER!—Popular Eric Hauser roars to victory in over-1500cc feature for modifieds at Pomona Fairgrounds course last Sunday. He averaged 70.4 mph, winning one-hour CSCC race by 13 seconds from Richie Ginther. He scored after furious downpour earlier had converted most of course into lake with the 5250cc Balchowsky Buick Special. Here, he enters turn 9. See Page 1 for what gritty drivers had to face.

HAWAII RACE WEEK SET APRIL 19-20-21

See Page 1

MOTOR RACING

Vol. 11—No. 7 (Published Bi-weekly) 15c 44 Jan. 25 - Feb. 1, 1957

—Lester Nehamkin

TONY PARRAVANO, wealthy Inglewood contractor, who is readying a stable of foreign racing cars. Three more cars are due from Italy. He also has two Maserati engines for a projected Indianapolis entry. Cars and parts are valued at $300,000 and represent a total horsepower output of 6411!

6411 HP! $300,000!

Unknown to most road racing fans, probably the richest and most powerful stable of cars in the world is now being readied by wealthy Tony Parravano at his huge layout in Inglewood.

There, he has 17 cars, with two Maserati engines for Indianapolis, whose total horsepower is 5751! He is awaiting three more cars from Italy, which would bring the total horsepower to 6411!

This fantastic equipment, mostly Maseratis and Ferraris, is valued at nearly $250,000. Parravano, a building contractor, has $60,000 invested in parts alone.

He said yesterday he would race the machines in pro races only.

Who will race these cars? Tony isn't sure at the moment, but has mentioned World Champion Juan Manuel Fangio, Eddie Sachs and Jimmy Reece as Indy [illegible].

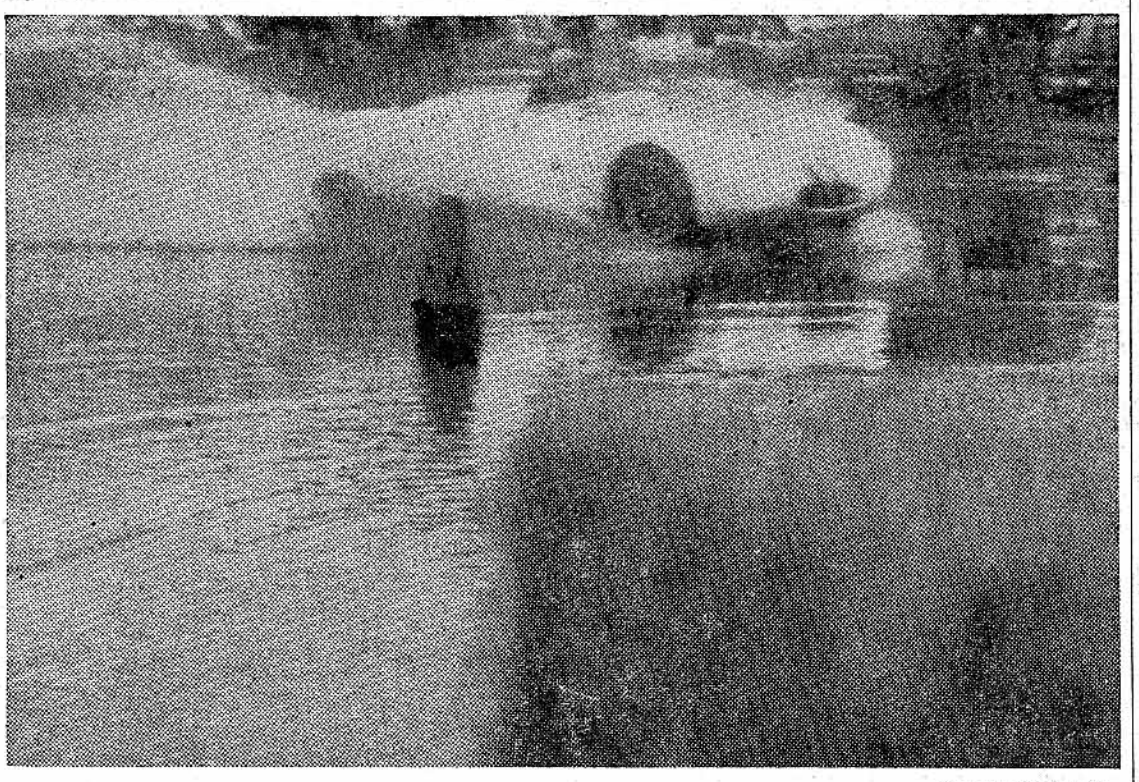
First race probably will be at Sebring March 23-24.

Here is the lineup and horsepower:

3-4.9 Ferraris (1200).
4.4 Ferrari (380).
Monza Ferrari (260).
Mondial Ferrari (190).
4.5 Ferrari Cpe (290).
4.1 Ferrari Cpe (240).
Jaguar Spl (220).
3.0 Maserati (270).
1.5 Maserati (140).
3.5 Maserati (300).
4.5 Maserati (430).
2.5 GP Maserati (281).
3.0 Eur. Ferrari Cpe (260).
Alfa Romeo Giulietta Sprint Veloce (115).
Mercedes-Benz 300SL with magnesium body (275).
2-Indianapolis Maserati engines (900).
Due are a 3.5 Ferrari (300), 1.5 Maserati Spl. (160) and 1.5 Ferrari (200).

TURN LOSSES INTO $$$

Maybe that equipment you bought, and no longer need, is useful to someone else. Try **MOTORACING**'s classified ads for quick results now!



—Vignolle & Powell

AQUA RACING—This gives an idea of what drivers had to go through during deluge at last Sunday's Pomona races. Here, Bob Drake ploughs through water coming out of turn four. Drake, who led part of the over-1500cc feature in Cooper Climax, made a pit stop for ignition trouble, reentered and finished sixth. Winner was Eric Hauser in Buick Special. (See cover photo).

Musso Wins For Ferrari

BUENOS AIRES, Jan. 20. — A "triple-play" engineered by Ferrari brought that marque an important victory here today in the City of Buenos Aires Road Race, a gruelling 621-mile affair.

Luigi Musso got the checkered flag in a Ferrari 3500, with Stirling Moss not far back in a Maserati. Third went to Eugenio Castellotti in a Ferrari 3500.

Masten Gregory of Kansas City hopped into the winning Ferrari at the outset, being relieved by Castellotti after a few laps. Musso replaced his Italian countryman at the end of the sixth circuit to collect eight points towards the World Championship point standings.

Juan Manuel Fangio, defending titlist, was sidelined with engine trouble after 58 laps.

Easton Wins '57 Midget Inaugural

PHOENIX, Jan. 13.—Rex Easton, Springfield, Ill., won the rain-shortened 65-lap feature here today at South Mountain as the USAC National Championship midget auto racing circuit's 1957 season opened, but it was Bob Gregg of Portland, Ore., who stole the show in Mrs. Kay Wright's new "roadster" midget.

Easton and his crew played it heady, setting up their No. 5 Lloyd Rahn Offy properly for the slick track conditions.

Hauser Sloshes to Win; Four Injured

By Gus V. Vignolle

ROAD RACING under the worst conditions ever experienced in Southern California—a course converted practically into a lake by a pelting downpour, and a freezing temperature—didn't seem to bother 34-year-old Eric Hauser at Pomona Fairgrounds last Sunday.

Behind the wheel of the high-powered-class B Buick-powered Balchowsky Special, he turned in an amazing 70.4mph average, considering the conditions, to win the one-hour, over-1500cc feature for modifieds.

A crowd of some 8000 fans that kept dwindling as the rain and cold increased at the races saw the popular Hollywood investment broker win by 13 seconds over Richie Ginther, in Joe Lubin's Aston-Martin.

There were many crack-ups, spinouts and bent machinery, with accidents resulting in injuries, none serious, to three spectators and one driver.

MILES SPINS

The spectators were injured when Ken Miles' Porsche Cooper went out of control, smashing through the fencing. Vivian Goade of Ontario suffered a broken clavicle and cuts and bruises. She was removed to the Kaiser Foundation Hospital, Fontana.

Sandra Tucker, Los Angeles,

(Continued on Page 6, Col. 1)

Hill Scores On Saturday

For a while in Saturday's CSCC main event for over-1500 modifieds at Pomona Fairgrounds it looked like a great day for U.S. cars over the Europeans—Chuck Daigh, T-Bird-powered Troutman Barnes Special; Bill Murphy, Buick-Kurtis, and Eric Hauser, Buick-powered Balchowsky Special.

But it didn't wind up that way in the 15-lapper. Nervous, fidgety Phil Hill of Santa Monica walked off with the laurels in Johnny von Neumann's Ferrari Monza,

(Continued on Page 2, Col. 4)

WHARTON KILLED

AUCKLAND, New Zealand, Jan. 12—Losing control of his Ferrari Monza on the 18th lap of the 100-mile preliminary to the New Zealand International Grand Prix, Ken Wharton, noted British race driver, was killed here today. His mount skidded off the Ardmore Airport course and struck the supports of a scaffolding tower. It flipped end-for-end and halted just 30 ft. from a spectators' stand. Wharton died two hours later in a hospital.

Reg Parnell won the 240-mile Grand Prix with a Ferrari ahead of fellow Briton Pete Whitehead in a similar machine.

—SAS Photo.

OFF TO EUROPE—Peter Satori, Pasadena imported car dealer and DKW distributor, last week boarded an SAS Scandinavian Airlines System transpolar flight to Europe. He planned a series of meets with leading auto manufacturers, and was to visit Paris, Dusseldorf and London before returning home.

Hawaii Race Set

Ray Turnbull, Los Angeles oilman and brother of Loretta Turnbull Richert, the former speedboat champion who has turned to sports car racing, yesterday announced the staging of a Hawaii International Speed Week to be held in Honolulu April 19-20-21.

It was originally planned as a pro-amateur event, but National SCCA put the kibosh on it; therefore, it will be a straight SCCA amateur show tied in with the Associated Sports Car Clubs of Hawaii, Ltd.

Previously, Tony Parravano was interested to the extent of $15,000 backing for the pro phase of the program, but that is out, since he wants no part of the amateur picture.

Turnbull hopes many of the top U.S. drivers, who will be here for the SCCA Palm Springs races April 6-7, will be able to race in Hawaii. It will be a close squeak, for cars must be on the dock at L.A. Harbor for shipping on April 10.

Jack Tanner of San Francisco has told Turnbull they can expect from 30 to 40 cars from the Bay region alone. Turnbull looks for a big entry from Southern California, possibly including the stable of millionaire John Edgar, headed by Carrol Shelby of Dallas.

Steve Da Costa, leading sports car racing writer of Hawaii (Honolulu Advertiser), for some time has headed the campaign to stage an SCCA invitational regional event on the island of Oahu.

LET'S FACE IT

If you've got something to sell, use **MOTORACING** classified ads.

Editorial

Following is an excerpt from the sports car column written by Dr. Hildreth Hoppe for the Montrose Ledger:

"Be that as it may, this scribe would like to predict that the pending election (for the Cal Club; ballot deadline Jan. 31) WILL NOT feature any new names when final votes are in and the tally completed.

"Too many free-loaders, too many week-end cops and officials, too many politicians and too many leeches will vote the gravy-train back into the driver's seat for 1957.

"The competition drivers, the guys who SPEND their money in entry fees, car maintenance and a 100% increase in club dues—the guys who put on the show, risk their necks and benefit least from the huge gate—for them NOTHING will be changed. They will continue to get the short end of the stick.

"Some of them will even continue to like it!"

Please see Page 5 for MOTORACING's recommendations for the CSCC's Board.

—Vignolle & Powell

NEW LEADER—Lindley Bothwell (left), new president of the L. A. Region of the SCCA, is congratulated by outgoing prexy Ignacio Lozano. At far left is huge bongo drum and smaller ones in foreground presented to Lozano, an ace bongoist. Awards Dinner and installation banquet was held at Ciro's. Other photos pages 3-4, story page 3.

• Racing Pow-Wow

By Maury Powell

UNSPEAKABLE CONDUCT BY KEN MILES AT POMONA RACES

I WISH to apologize in print for an incident following the running of last Sunday's over-1500cc modified main event at Pomona. I lost my temper and called a chap a bad name. My only alibi was that what happened took me by complete surprise, and I didn't have time to think out what I really wanted to say to him directly.

So far, the preceding is so much gobbldygook, so let's try to take it in steps. First off, **MOTORACING** had decided to present all winners of main events at sports car road races, whether CSCC or SCCA sponsored, with a handsome jacket.

Notice of intention to make said award was given to CSCC Prexy Joe Weissman on Wednesday, Jan. 16. He said he'd have to "poll the Board of Governors" by telephone, and would have an answer the next day. I received no reply until I asked Weissman personally Saturday the 19th about his "poll." He indicated he hadn't contacted all the board members, but that those he had spoken to were "against" allowing MOTORACING to make an official presentation.

I asked Weissman if our presentation could be made following the official ceremony on Sunday and he said the CSCC would not interfere.

At the conclusion of Sunday's feature, I took the jacket to the winner's circle near the finish line. MOTORACING Editor Gus Vignolle brought his Rolleiflex along to photograph the presentation.

JACKET PLACED NEXT TO HAUSER

Starter Cy Yedor was alongside the Balchowsky Special in which Eric Hauser, still flushed with excitement over scoring his major road racing victory, was seated. When Vignolle and I arrived, there was nothing going on other than the usual picture-snapping. I placed the jacket next to Hauser in the driver's compartment instead of handing it directly to him as he was busy accepting congratulations from persons on the other side of his mount.

Ken Miles, who only scant minutes before had distinguished himself by spinning his mount and striking a woman spectator, clambered into the roped-off section and stationed himself near Yedor for no apparent reason.

However, no sooner had I stepped back to enable Vignolle and others to photograph Hauser with the jacket, than Miles, with a pompous sneer, stretched over the car, grabbed the garment and hurled it 10 feet back of the car onto the wet pavement!

I felt my blood rapidly coming to a boil as I stared at Miles in disbelief.

TREMENDOUS GALL ON PART OF MILES

It was then, almost uncontrollable at his foul deed, that I looked at his cat-that-got-the-cream expression and heard myself shout, "YOU - - - -!" To which he replied by giving me the middle finger salute.

I retrieved the soiled jacket and once more placed it next to Hauser.

Whereupon Miles had the gall to once more reach over, pluck the jacket out of the car and hurl it across the space of some five feet directly into Editor Vignolle's face!

This from a member of CSCC's Board of Governors, and club president in 1955! Here's one of the men heading up 1400 members of the nation's largest independent sports car clubs! Here's one of the men up for re-election this month!

I guess Vignolle lost his head, too, in this almost unbelievable drama, for he hurled the jacket right back at Miles, who replied in kind. I recovered it and once more put it in the car, this time handing it directly to Hauser, who held it proudly for the photographers, assisted by Ina Balchowsky, wife of the car's owner, Max, who arrived in the meantime.

Yes, I sincerely want to apologize to this Miles person for the name-calling.

But this is to let him know that insofar as this insignificant

(Continued on Pg. 11, Cols. 1-2)

Advertising Pays Off in $:

HAL MOODY EXPLAINS MICHELIN 'X' ORDERS

Dear Sirs:

It is difficult for an advertiser in any periodical or newspaper to ascertain how much benefit he derives from such advertising. With MOTORACING, quite to the contrary, it has not been difficult at all. Many of the out-of-town and out-of-state orders we receive for Michelin "X" Tires could only come from our ad in your newspaper; and with most orders the customer will state that he saw our ad in MOTORACING.

The acceptance of the Michelin "X" has grown by leaps and bounds in the last year and I credit you folks with a great share of our success.

Recently, I had an interesting and surprising person-to-person phone call, from a Mercedes 300SL owner in Washington, D. C., asking: "How much air pressure do I carry in my Michelin 'X' Tires?" Where he had heard of me, I don't know . . .he must read MOTORACING.

May I commend you on the grand job you are doing in MOTORACING. It is a very informative newspaper. I don't miss an issue and read it from cover to cover. Best of luck and continued success in the coming year.

Yours very truly,
(signed) HAL MOODY

MOTORACING

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LETTERS to the Editor

ATTENTION, SCCA

Dear Contest Board, SCCA:

Being unable to attend your annual meeting, I would like to send along this letter to be read at the contest board meeting. I am sending this along with my vote ballot and though my vote will probably be counted, I have a reasonable doubt that my letter will be read, so to ensure this letter being seen by other in the SCCA organization, I am mailing copies to all sports magazines and newspapers and hoping that they will print them so that people will know what the jittle guy feels and thinks about some of the goings on in the SCCA higher echleon.

My quallfications for writing this are as follows: 4 years in sports cars; 3 years in SCCA; organized one local sports car club in Rio Grande Valley and also the South Texas Border Region of the SCCA; was R.E. of that region until moved to Fort Worth. Have owned small sports car business for 4 years and now am Shop Foreman of Overseas Motors in Fort Worth, third largest distributor of foreign cars in the U.S.A. Have raced my stock MG all over the U.S.; Elkhart Lake; Lockbourne, Ohio; Kansas City; and New Orleans, to mention a few. Have driven cars to and from all races and sometimes taken wife and two children along for the fun.

But, no more. Reason: racing for the small enthusiast is getting too expensive and the fun of good competition is leaving the sport. Let's face it: $12.50 to join SCCA, $5 for region dues, $3 for renewal of competition license—not counting $3 to $5 for doctor's physical examination, $10 to $15 entry fee for each race, tires and safety belts, fire extinguishers and first aid kit. All these add up to a tidy sum just for the privilege of running your every day car against a few others like it. But these expenses mentioned were to be expected and were necessary for the good of the organization so far as safety for the driver and his being assured of a place on the starting grid went; but, now comes roll bars yet! I have just finished designing a roll bar for an AH-100 and MGA, and average cost for a good useable and neatly designed roll bar is going to run the average production car driver anywhere from $40 to $60. These roll bars are made out of 4130 chrome moly, 1¾ diameter, 120 wall thickness. No welds are used on the main bar and it is removable because I designed it so that I wouldn't have to chop up the owner's car body and disjoint it so that when he wants to sell or trade it in, he wouldn't have a botched up car body. So now we have a roll bar—so what ,we have a windshield sticking up in front of his face 18" away that will cost approximately $100 to replace should it roll over (and how many production cars have been rolled to case serious injury to a production drive in the history of SCCA racing?) Also we have no specifications sent down from the contest board as to what kind of materials to use, how they should be mounted, how they should be welded or anything at all to go on. At the same time you have yet to specify how the safety belts are to be installed and yet you know that a good percentage of the owners have their belts mounted by drilling a hole through the floor boards and installing with a single ¼" stove bolt. I say that the roll bars on production cars are unnecessary and an unneeded expense to the average production car driver and will, if this trend keeps up, tend to keep new drivers from entering racing and stop some of the older ones from contending. A good example of this is a race we are getting ready to put on right now in Fort Worth, our annual Frostbite. Until the word came down that roll bars were not needed and winshields could be left off there were many of the production car driver in this area who were not planning to race that are now going to race because of the rescinded-order. I was one of them.

Your ideas of going back to strict stock production cars are fine but let's go a step further. Let's do what the AMA did and require all stock production cars to be driven to and from the races. The arguments and excuses that this would never work are going to be as follows: First, what happens if the car breaks down? I answer with this—First, what happens if you are in a trip and your car breaks down? Second, if you feel that your car might not make it to and from the race and the race, then you shouldn't enter it in the first place. All of the people who travel to and from the races just to watch sure as hell don't pull another car behind them just in case the car they are driving breaks down, do they? And, they are taking just as much, if not more, of a chance, as they don't race their car and so it is probably not in as good a shape as a production car that is being driven to the races to be raced. The second question is how about the tune wearing off. That is stupid but the answer is that if your production car is so highly tuned that it can't be driven to and from the race, then my guess would be that it isn't stock, so enter it under modified and tow it. We have an AH-100 Lemans here in Fort Worth that was driven to and from every race it entered in the last six months. Some 1,000 miles on the weekend. It took 14 first out of 15 starts. We have an MGA that did almost the same thing. Many o the so-called stock production cars that these two cars ran against were trailed in and didn't even place. There is absolutely no need for a stock car to be trailed and it would give everyone a more equal chance if they were all driven to and from all races. Actually, it gave me a little pride in my car to drive it 4,000 miles round trip to Elkhart and back, and see some of the others who only came 100 or 200 miles pulling theirs on a trailer. I figured they must not have too much confidence in their car or their own ability, or both. . .

Bob Gilbert, Jr.
Ft. Worth, S. Texas

CC: MOTORACING

THE DUKE WONDERS . . .

IF THE CSCC "made out" on rain insurance at Pomona Falls last week?

★ ★ ★ ★

How many fans watched a car pushed back and forth at the start at Pomona . . . and how many remember the driver protesting another driver for the same thing at Santa Barbara?

★ ★ ★ ★

How much trouble scorers must have had at Pomona keeping tabs on two 118s in the under-1500 feature?

★ ★ ★ ★

If that English driver knows how much he AGAIN endeared himself to press and public for his inexcusable conduct at the end of Pomona's Sunday over-1500 main event?

★ ★ ★ ★

If the personable planner of Hawaii Speed Week will get the cooperation that this worthy SCCA event deserves?

★ ★ ★ ★

Where Tony Parravano will race all that iron and who will do the steering?

★ ★ ★ ★

When certain distribs and dealers of imported marques will be exposed for poor servicing policies?

★ ★ ★ ★

What's behind the recent move instigated by the police chiefs' association for the recommended withdrawal of law enforcement agencies from cooperation with drag strips and hot rod clubs?

★ ★ ★ ★

Will Ford's surprise announcement of a blown 300hp car for Daytona Beach cause other Detroit concerns to cancel out?

★ ★ ★ ★

If it's true the operators of Manzanita Park in Phoenix offered to sell out to their arch-rival?

★ ★ ★ ★

If continued price raises by imported marques will drive American buyers out of the market?

★ ★ ★ ★

Did that former Indy winner really get blown off in a Ford by a non-pro driving a stock Chevy at a Phoenix drag strip?

★ ★ ★ ★

How many caught the comment of a driver after an accident at Pomona that resulted in injuries to three spectators?

HILL TAKES SATURDAY DICER

(Continued from Page 1)

scoring easily (13 seconds) over Murphy, with Hauser third; Richie Ginther, Aston-Martin, fourth, and Lou Brero, D-Jag, fifth.

Carroll Shelby, the great Texas ace who cleaned up in SCCA races during 1956, drove John Edgar's ailing 3.5 Ferrari, but he was forced out on the fifth lap. He slammed into a tree surrounded by hay bales when his rear brakes locked. Carroll was shaken up only. The car suffered body damage, according to Edgar.

Daigh brought gasps as he shot past the front row at the start. He was going like a terror with a nice lead until he spun out on turn one in lap five.

This gave the lead to Murphy until the ninth, when Hill, who had a fine year with Ferrari for 1956 in Europe, passed him. He increased his margin as the race wore on, averaging a terrific 82.5mph on the two-mile course.

In contrast to Sunday, the weather was beautiful. The crowd was about 3500.

In the modified under 1500cc 15-lapper, Ken Miles dashed to the fore at once and never looked back in the Scuderia Von Neumann Porsche Cooper. Bob Drake, Cooper Climax, finished 6.8 seconds back.

Jean Pierre Kunstle was third in his Porsche, followed by Howard Wheeler's OSCA and Harry Hanford's MG Special. Charles Willis, sixth overall in a Lotus Mark IX, took first in G, while Noble Bishop, 19th with a Crosley, was first in H.

For a change, the Formula III—Formula Libre event proved a corker. Veteran Harry Morrow staged a never-ending duel with Ralph Ormsbee, outfinishing the latter on the last lap, both tooling Cooper Mark IXs. Lone Libre pilot was Frank Monise in the Eliminator. Morrow's win was a .8 second squeaker.

Jack Bates had little trouble subduing his rivals in a combined dicer for productions over 2000cc in classes C and D. Rudy Cleye set sail in determined fashion at flagfall with a Corvette and Bates was hot behind him. On the second time around Cleye dived into the pits, explaining that his shift lever had stuck.

Hud Stephenson, Hollywood, lost control of his Austin-Healey going into turn one, skidded off the course onto the gravel, sashayed about two yards across the course towards turn two and onto the gravel shoulder on the inside, through the snow fence and struck a spectator, Gordon H. Schoemann, Los Angeles.

Schoemann escaped with minror contusions and bruises. Stephenson was unscathed.

Bombshell Bob Oker had a good thing in the Scuderia Savin and Sons AC Ace-Bristol in the race for 1500-2000cc productions. Lew Bracker jumped out quickly at the start but Oker shot his mount into the lead before you could say "Steen C Lubricant" and ultimately posted a 31-second win over Ronnie Bucknum's Porsche Spyder. Bracker retired with a sour mill on the third lap, with third going to Bill Dixon's Siata Spyder in a fine effort.

Race for productions 1300-1500cc was cinched by Ed Barker in a Porsche Spyder, taking a surprising win over E. Forbes-Robinson's MGA. There were those who figured Robbie's know-how would make up for the Porsche's superiority, but it didn't work out that way.

Aldhous Victor

Umpteen Alfa Romeos went postward in the productions under-1300cc race to joust an assortment of MGs, Morgan's Panhards and Crosley's with the result being just what you'd expect. The marque took first through sixth. Frank Aldhouse, one-time Renault ace, finally won out by four seconds over Fred Woodward, but Frank was in a Veloce while Woodard, the early leader, had the heavier Super.

Jack Dair pushed his Volvo to a 20-second victory over Forbes-Robinson in the event for production sedans up to 1500cc. Robbie and Marv Patchen, who placed third, were in Simca Arondes. Jack Nicholas knocked off a first-place trophy in class G with his unopposed DKW despite being 9th overall.

• Vignettes

By Gus V. Vignolle

SENSATIONAL ENTERTAINMENT AT CAL CLUB ANNUAL MEET

The bigger the herd, the easier the stampede.—ANON.

WITH NOTHING better to do, I bummed a ride to the General Petroleum Bldg., there to take in the Cal Club Hippodrome, sometimes hilariously called the annual CSCC general meet.

Man, it was hysterical!

In this day and age if you don't retain your sense of humor, you're a cinch to wind up with a one-way ticket to the booby hatch.

So it was fun at the Hippodrome.

Promoter J. Weissman, the Omnipotent Oom of the Board of Pharaohs, who wants nothing more than to be elected again, was intoning the edicts in a strange, fantastic legalistic patois. He was in rare, stupendous form, barricading every utterance against possible verbal onslaughts.

He had most of the herd awestruck something awful, although only less than 100 out of the 1400-plus membership bothered to show up. Such a turnout is irritating, because so many clowns bellow over the inequalities and closed corporation *modus operandi* of the club, yet never show up to say their say and fight for their ersatz rights.

You cannot buck him. I don't care how smart you are. His strategy includes two defensive outs and one offensive blasteroo. You cannot gain satisfaction on any given point because he deftly flips the onus back on (1) "the board" and (2) "the by-laws," which few, if any, have ever seen. That's generally a silencer for which there is no retort. In other words, he croaks, "Well, sir, it was the action of the board," or "It says in the by-laws..."

'YOU ARE OUT OF ORDER' IS A STOPPER

The offensive maneuver is a killer-diller, to wit: "You are out of order!"

Now, follow this closely:

First off, Lew Bracker raised his hand. He had some questions. And the first thing the Omnipotent Oom said was: "Yes, I see you came well prepared with written questions." Lew quietly answered he did not have written questions.

He did not, because I was sitting directly behind him. All he was holding was the very controversial CSCC annual report.

But the Omnipotent Oom had accomplished his purpose. His psychology was perfect. He had conveyed to the Babbitts that here he was running into people who came there with a deliberate, planned "anti," or opposition, program.

Paul Sorber of Motor Trend had questions. The Omnipotent Oom cooled him, too.

Intoned the Oom: "I see you have been prompted by Gus Vignolle." I had not spoken one word to Sorber.

Psychologically, he was conveying to "the multitude" that he was waging a heroic fight against a pack of bums who showed up with the avowed intent of bucking him and the Board of Pharaohs.

OH, WHAT A MARVELOUS TECHNIQUE!

Then up come "Doc" Hildreth Hoppe with questions. "I don't believe I have seen you at our meetings," the Omnipotent Oom said to her publicly. In effect, he was saying, "You are practically an outsider, so why in the hell are you popping off here now."

Can you understand the psychology of this guy's tactics? This is a marvelous technique perfected by the late . . .

Smart? Man, you ain't ever seen anything like it.

"Doc" Hoppe reminded the Oom that she had attended plenty of meetings, although this remark was anti-climactic, because the Oom had put his point across.

Some hectic verbal beanbag ensued between the Oom and the "Doc." When the promoter found himself cornered, he called her out of order. A subsequent examination of Robert's Rules of Order proved conclusively that it was the Omnipotent Oom, NOT "Doc" Hoppe, who was out of order.

THEN CAME THE COUP DE GRACE!

And then came the *coup de gras*, delivered by Promoter Weissman with the deft skill of a surgeon applying the scalpel.

Straining his eyeballs, the Oom caught our orb and cackled, "Gus, I THOUGHT I saw your hand. Do you have a question?"

Actually, our position in the back of the room was tantamount to that of a guy in handcuffs. One hand had a pencil, the other copy paper. . . . Taking a transcript for laughs on a dull day.

Praythee, how is it possible to raise your hand while taking notes?

But, once more, this guy had utilized a masterful technique to sway the peasants.

Man, it was a hysterical show!

He was great—THE GREATEST!!!!

★ ★ ★ ★

There was some doubt in this writer's mind when the SCCA gave lovable Ken Miles the heave-ho some time back. That doubt now has been disspelled.

The SCCA said he was injurious to the sport and their cause.

While PRESIDENT of the CSCC he was protested at Palm Springs for illegal fenders and use of questionable fuel in one of two gas tanks on his mount. He changed the fenders and was absolved of the other charge.

At a Palm Springs Victory Banquet he created a scene when he pushed his trophy back and told Dr. Karl Brigandi, "You need this more than I do."

At one tech inspection he bombed his car out of the joint, almost running over a driver.

At Torrey Pines a big hulabaloo was raised when he boomed through the pits at a fantastic speed.

At Gough Industries and Clem Atwater's, where he worked before his present employ, some people boil when they hear his name mentioned.

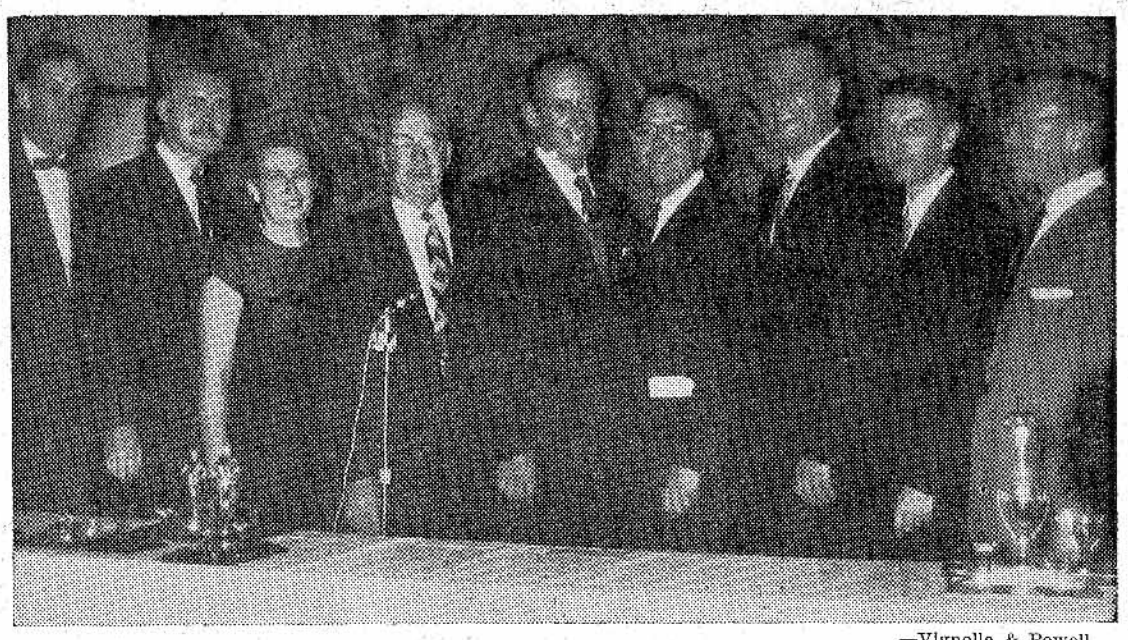
The editors of Autosport, England's leading motoring magazine, roasted him some months ago for some charges he made in a letter to them.

He told this writer he had "something to do" with Gold Suit's stock car race being scheduled on the same day as the SCCA races at Palm Springs last November.

And now came the terrible episode at Pomona last Sunday. Please read Maury Powell's Racing Pow-Wow on Page 2.

This is the jolly fellow who is seeking re-election to the Cal Club's Board of Pharoahs.

You be the judge.



—Vignolle & Powell

1957 OFFICERS of L. A. Region of SCCA were installed at Ciro's last week. Left to right: Jim Peterson, vice-president; Dave Davis, activities chairman; Jean Burkhard, secretary; Al Fleming, director; Lindley Bothwell, president; Ignacio Lozano, director-at-large (outgoing president); Dr. Ross B. Thompson, treasurer; John R. Bond, director, and Jim Van Trees, director. Other photos pages 1-4.

BILL FRANCE (right), president of NASCAR, and George Cary, Jr., discuss plans at SCCA banquet for big National Sports Car Day Races Feb. 10 at New Smyrna Beach, Fla., during Speed Week that opens Feb. 3. Cary, who is now in Florida, has been named race coordinator.

FLA. RACES SET FEB. 10

Race Director Paul Whiteman last week announced appointment of George Cary, Jr., Beverly Hills, as coordinator for National Sports Car Day Races to be held at New Smyrna Beach, Fla., Feb. 10.

It will be the climax of famed Daytona Beach Speed Week. SCCA has announced its members may compete providing they receive no cash.

The airport course is 2.4 miles. All drivers are invited. Feature race is a 40-lapper for production and modified classes. Four races for all classes, production and modified, are on the schedule.

NO STALLING HERE

It takes only 28 hours to transform raw material into a finished automobile by one automobile manufacturer.

SCCA Makes 1956 Awards

Fun and frolic was the keynote last week as 1957 officers were installed by the Los Angeles Region of the Sports Car Club of America and awards were made for the 1956 season. The highly-successful dinner was held at Ciro's on the Sunset Strip, with Frances Faye entertaining.

Awards made on the basis of 1956 point standings were as follows.

COMPETITORS	POINTS
1. Bob Drake	3750
2. Jay Chamberlain	3500
3. Josie von Neumann	3000
4. Harry Jones	2850
5. Betty Shutes	2725
6. Dr. Cameron Hall	2575
7. John Dair	2500
E. Forbes-Robinson	2500
8. George Buchanan	2375
9. Duane Alan	2350
10. John Porter	2125
MEN WORKERS	
1. Duane Alan	5250
2. Art Gebhart	2950
3. Mac Shannon	2300
4. Dr. Karl Brigandi	2250
Bob Hagerty	2250
Herb Welch	2250
5. Lindley Brothwell	2000
WOMEN WORKERS	
1. Buddy Wright	2850
2. Eleanor Mahon	2350
3. Sunny McBride	2250
4. Jean Burkhard	1900
Vi Jones	1900
5. Eva May Johnson	1600

Special award for outstanding contributions to the club by a member not on the Board of Directors—Jack Douglas.

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1-25-57

• Up the Straights

By Jim Mourning

SCRIBE BLASTS SCCA FOR PLAIN GOOFING!

OUR MAMMY once told us that if we couldn't say something nice, not to say anything at all. After looking over the new SCCA competition rules, we'd like to say a few words about Texas.

Seriously, after a great deal of what we palm off as deep thought, we've come to the conclusion that the SSCA wheels, sincere though they may be, have just plain goofed. Frankly, we think the new regulations are the wors' thing to happen to the sport since Ernie McAfee left the road at Pebble Beach.

Actually, the more obvious flaws in the new regulations are pretty plain to anyone who takes the time to look. They stress safety and require a roll bar, then demand windshields and bumpers. Having sacrificed looks, they then do their best to take the exciting sounds from racing by requiring mufflers on all stock cars. They juggle the classifications in a manner that inspires accusations of hanky-panky and accomplish nothing. They reduce the number of cars required for production status with the same results. They announce they are abandoning Formula Libra. And so it goes.

RUIN THE SPORT?

Individually, these are small things and hurt the sport only in small ways. But the overall effect seems to do everything possible to stunt the growth of road racing in the U. S., except ban sports cars. That's what we're worried about.

Recently, *Sports Cars Illustrated* **featured an editorial pointing out the serious drawbacks to scuttling the Formula Libra class just when Formula II racing was coming on the scene. Since this class could easily be the incubator for whatever offerings we might eventually have for Formula racing, the club's action strikes us as particularly thoughtless.**

IT TAKES MONEY

Admittedly, Formula II cars will be developed in this country anyway, providing there is sufficient interest. But it will be the big-money interests in racing who develop them. When it comes to Formula ambitions, where does that leave the little guys whom SCCA powers-that-be are constantly leaping onto soap boxes to proclaim themselves their protectors?

As serious as we feel this matter is, the new regulations have a still more sinister overtone in our estimation. At the present moment, tracks are being built around the country which might be capable of encouraging international competition. At least two organizations and one individual are now trying to get FIA sanctions for road races in this country. Yet what purports to be the leading spokesman for sports car owners in this country takes this time to deviate still farther from international regulations.

COURTESY DEAL

For the past quarter century, the U. S. has been on the outside looking in on international competition. Even Indianapolis, our biggest racing event, is kept on the calendar only out of courtesy. One of the main reasons for this has been the consistently short-sighted attitude which results in our going our merry way and the devil with the rest of the world.

We think it's time that attitude was dropped. Apparently, others are and have been of that same opinion. Although the way has not always been smooth, Sebring has taken a step in the right direction and others are struggling to follow suit. We don't think it's time to throw unnecessary obstacles in the path. We do think it's time someone came alive and realized that sincerity and good intentions are not enough.

FUN GALORE AT SCCA BANQUET
Wealthy Car Owner John Edgar and Vi Jones.

FOR PAST services, Sam Caldwell (right) receives SCCA life membership from Ignacio Lozano, outgoing prexy.

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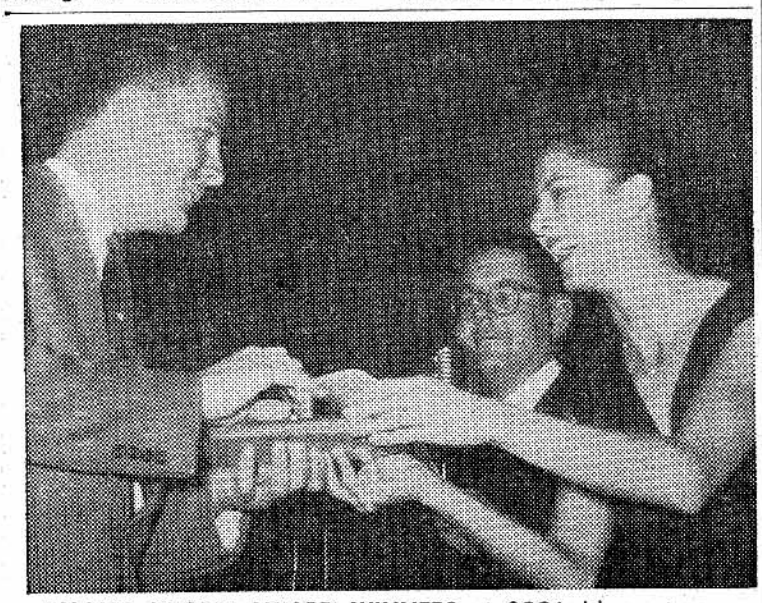

AMONG DRIVER AWARD WINNERS at SCCA blowout was popular Johnny Porter (left), outgoing secretary of L. A. Region. Mrs. Ignacio Lozano makes presentation as husband looks on.

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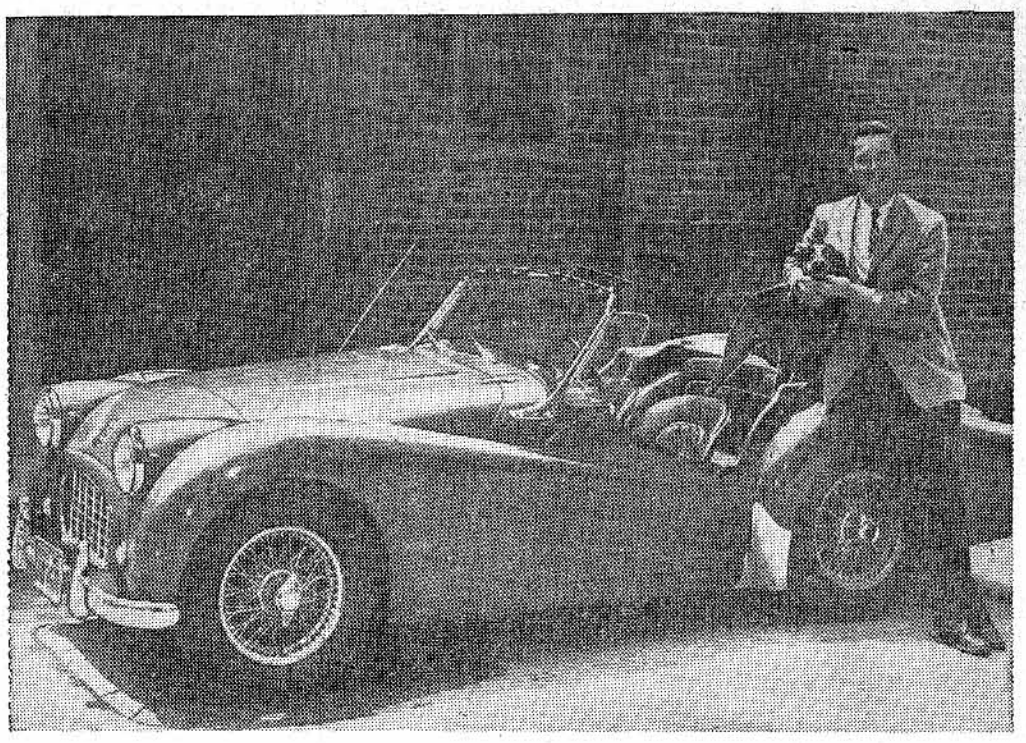

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CSCC BOARD RECOMMENDATIONS

Of the following eight names recommended by MOTORRACING, six must be voted on as WRITE-INS for election to the California Sports Car Club's Board of Pharaohs.

This is a "Reform Ticket" opposing the club's "Old Guard" slate. These must be WRITE-INS on the ballot you have received from the CSCC. Write-ins MUST be written in on lines provided on right-hand side of ballot. Deadline is Jan. 31. Clip this for reference.

JIM MATTHEWS—driver and radio announcer who conducts a sports car program.

CURT WARSHAWSKY—electrical design engineer and present chief of the club's Technical Committee.

E. FORBES-ROBINSON—driver and movie camera representative.

LEW BRACKER—driver and insurance company executive.

BOB PLASS—driver and mechanical engineer.

AL TORRES—ex-driver, race starter and building equipment salesman.

JIM MOURNING—driver and sports car racing writer.

JERRY AUSTIN—driver and steel fabricator.

RALLIES

JANUARY

22-29—Monte Carlo Rallye (European).
26-27—Paramount SSCC Hillbilly Rallye to Soboba Hot Springs (near Hemet).
27—Santa Monica FCCA "Don't Dallye Rallye," parking lot Roosevelt Highway, Santa Monica, 8 a.m. (6 hrs.)
27—S.M. Douglas Aircraft SCC Random Rallye, Ocean Park Blvd. & Bundy Dr., 8:30 a.m.

FEBRUARY

3—Triumph Owners' Club, "U-Name-It" Rallye, Alexander's Market parking lot (W. side of Vermont, bet. Hwd. & Sunset), 7:45 p.m. (Approx. 6 hrs.)
3—Thunderbird FCC Gymkhana, Sears, Pomona, 8 a.m.
16-17—Highwaymen SCC 4th Annual Highwaymen Poker Run, P.O. Box 2042, Santa Rosa, Calif.
24—San Diego Sports Car Club 7th Running Don Diego Rallye, Town & Country Hotel, 500 West Camino del Rio, San Diego, 7:30 a.m.
24-28—Sestriere Rallye (European).

MARCH

5-9—Great Britain Rallye.
10—Los Angeles Region SCCA Spring Rallye.

APRIL

10-14—Acropolis Rallye (European).
14—Orange County SCC, Gymkhaa.
20-21—MGCCA English Trials.
27-28—Lockheed SCC 24-hour Championship Rallye.

Need a driver or navigator or do you want to drive or navigate? Call Evvie Vogler, Rallye Partner Bureau, TOpango 4042.

CALENDAR

JANUARY

26—Jag Owners' Assn., 1st annual dinner-dance, Nickabob, 8th & Western. Guests welcome.
26—Annual National SCCA meeting, Sheraton-Cadillac Hotel, Detroit, 7:30 p.m.
26—Volkswagen Owners' Club Installation Dinner-Dance, Clock Country Club 14000 Telegraph Rd., Whittier, 8:30 p.m.
27—Argentine Formula Libra (May be in Uruguay).

FEBRUARY

2—Women's Sports Car Club, Installation dinner-dance, Fox Hills Country Club, 7:30 p.m.
3-17—Eighth Annual NASCAR International Safety and Performance Trials, Daytona Beach, Florida.
10—National Sports Car Day, Smyrna Beach Airport Course, New Smyrna Beach, Fla. 95-mile feature.
14—All clubs Membership Dinner meeting and Valentine Party, Grand Prix Restaurant, 8204 Beverly Blvd. 7:30 p.m.
19-24—National Roadster Show, Oakland Exposition Bldg., Oakland, Calif.

MARCH

10—NASCAR Late Model Stock Car Race, Gardena Stadium, Gardena, 8:30 p.m.
16—Los Angeles SCCA St. Patrick's Party and 'Farewell to Sebring' for contestants Bongo Bash, Crescent Heights Mansion.
16-17—San Francisco Region SCCA Sports Car Race, Stockton.
23-24—CSCC Sports Car Race, Paramount Ranch.
23-24—12-hour Sebring Race, Florida.
30—USAC 100-lap Midget Auto Race, So. Mountain Speedway, Phoenix, 8:30 p.m.

APRIL

6-7—Los Angeles SCCA Road Race, Palm Springs.
19-20-21—SCCA Road Races, Hawaii, T. H.
20-21—San Francisco SCCA, Road Race.
26-27—Volkswagen Club of America 2nd Annual Convention, Motel on the Mountain, Suffern, N. Y.

JALOPY RACES — Every Saturday night, San Bernardino; every Sunday afternoon, Gardena; every other Sunday, Maywood; DRAG RACES—Sundays; Colton, Long Beach, Pomona, Santa Ana, San Fernando, San Gabriel Valley.

Call Sports Car Information Center EM. 2-4157 for further info on events listed in this calendar. Out of town inquiries may be sent to Jim Matthews, CBS Radio, 6121 Sunset Blvd., Hollywood 28, Calif.

Draggin' Wagons:

Bradley's Merc Belts Field

(EDITOR'S NOTE—Roger Dirk Riggsby will cover the high spots of drag racing and news from speed and custom shops in this new MOTORACING feature. Riggsby is an avid dragster himself.)

By Roger D. Riggsby

John Bradley defeated all the OHV's at the Colton dragster invitational the other day with his potent 312 C.I. Mercury flathead. Top time of the meet was turned by the Cook and Bedwell machine at 151.51mph, a new track record.

C. J. Hart, manager of the Santa Ana strip, has banned all '57 Chevrolets equipped with stick shifts. There seems to be a tendency towards weak clutches, he claims. As if to bear this out, I was watching a Corvette fly through the traps at Santa Ana and the flywheel scattered all over the course!

Recently, Don Montgomery of Los Angeles hit a phenomenal speed of 132.35mph in a low elapsed time of 10.28 to break the track ET record at Inyokern. The car is a full-fendered coupe and is powered by a 331 C.I. Chrysler, super-charged on fuel.

While we're on the subject of records, Calvin Rice broke his own mark at Santa Ana, turning the distance in 9.54. His former run was 9.88.

POTENT FORD MILL

Ford is making a 300hp supercharged mill in its T-Bird and passenger car series. Pontiac gets into the act with two four-barrel carbs, higher compression and a hot cam that produces over 300 hp. These Detroit production jobs are going to give the boys in gas classes a good run for their money; many challenges are certain even though there are class differences.

For a spell, it looked like Chrysler was dominating the drags, but you can't count out Olds due to such chaps as Walt Nichols, Fred Waterworth, Dick Harryman, Joe Taylor, Gene Adams and the Richter-Masters sedan.

Your reporter believes that the best drag team of 1956 award should go to the Richards-Johnson boys. As for the best car, it's the Safford-Shores Chevy roadster that seems to pick up a trophy every time out.

A GOING DODGE

And while we're passing out mythical cups, let's not overlook the Drag News crew for top coverage of the sport.

One of the fastest sedans in D gas class is Fullerton Muffler Shop's Dodge, a 1954 4-door job with a 288 C.I. displacement. It features an Iskenderian cam, but it has only one four-barrel carb so that it can be in Santa Ana's F class, which is where you'll most often find it.

Yakking of sedans reminds us of Howard Cams 1955 Chevy which hit 112 recently at Santa Ana. Look for this beauty to haul in lots of hardware this year.

EXCELLENT CRANKS

C & T Automotive continues to turn out fine cranks. You'll find 'em in most Ak Miller cars and in the machines of many of the chaps mentioned elsewhere in this column.

Let's hear from drag clubs wherever they may be as we're inviting them to send in club news for inclusion if space permits.

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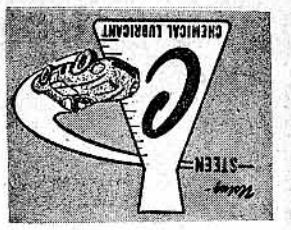

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Bob Oker—winner of his last 12 starts in the AC Ace-Bristol No. 59 using Steen "C" exclusively.

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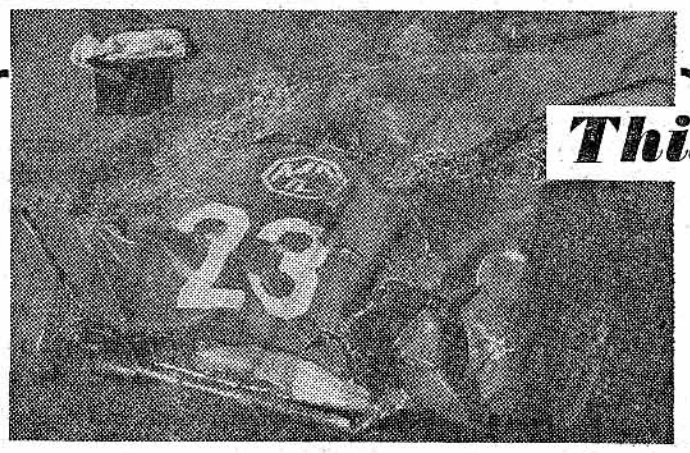

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HAUSER BOOMS TO POMONA VICTORY

(Continued from Page 1)

and Eleanor Ray, Spokane, sustained hand and knee lacerations as they fell, scrambling to escape the hurtling machine.

In another race, Donald Brauer, Anaheim, was hospitalized after his MGTC was involved in a three-car collision.

A fantastic performance in the feature was the third place taken by a class E production car — Ed Savin's AC Ace-Bristol, driven by Bob Oker, the Whittier phenom.

Following were John Colombero and Jack Bates, both in 300SLs.

EARLY LEADER

Phil Hill, in the Von Neumann Ferrari Monza, was the early leader, but was involved in four spinouts, finally going out on the 20th lap.

Bob Drake, going great guns in the stubby class F Lubin Cooper-Climax, moved in front, but ignition trouble drove him into the pits two-thirds of the way through.

This allowed Hauser, scoring his first Sunday main event win, to inherit the lead, pursued by Ginther and Oker.

CAR TROUBLE

Up with the leaders in the early going, rugged Chuck Daigh, T-Bird-powered Troutman Barnes Special, had to make two pit stops and finished far down. Bill Murphy, who was in contention, went out on the eight whirl when the mill of his Buick-Kurtis burned out.

There was a 29% car casualty for the six races as compared to 15% for Saturday's eight events.

Miles captured the under-1500 feature for modifieds with the same Porsche Cooper, averaging 64.2mph for 32 laps around the two-mile course. Drake was second, followed by J. P. Kunstle, Porsche.

Other winners were Ruth Levy, Porsche Spyder; Jack Dair, Volvo; Daigh; Harry Morrow, Cooper Norton; Colombero, and Skip Hudson, Denzel. Some were 2-in-1 races.

Races were staged by the CSCC and Pomona Elks.

Fangio 1st In Maserati

BUENOS AIRES, Jan. 13—Maserati threw a one-two-three-four punch at Ferrari here today on the 2.4-mile Buenos Aires Municipal Autodrome course, with home-town hero Juan Manuel Fangio heading the riot squad.

Trailing him across the finish wire were France's Jean Behra, Carlos Mendetiguy of Argentina and Harry Schell of the U.S. Relief driving for Jose Gonzales, the Marquis de Portago was the lone in-the-money Ferrari pilot in fifth.

Stirling Moss, whose new track mark of 1min. 42.6sec. on Saturday had won him the pole berth, lost eight laps just after the feature's start when his Maserati's throttle linkage broke.

Fangio, who took the lead at the 26-lap point after Behra, Castellotti and Collins were up front during the early going, won with a new record average of 80.632 mph. Moss' 1:44.7 was the fastest lap clocked during the race.

Winning Rallye Techniques

By Gail Ann Holden
1956 SCCSCC CHAMPION NAVIGATOR

NAVIGATIONAL SYSTEM THAT WON 1956 RALLYE TITLE

ANY RALLYEST can best prepare to adopt a different system of navigation by forgetting as much as possible about any method which he or she has previously used.

One step must be taken before adopting the system to be described in this series of articles; all stop watches, time-speed-distance charts and mechanical average-speed indicators must be sacrificed for one accurate timepiece and one eight-inch circular slide rule.

The circular rule has proven to be the most satisfactory calculator for rallye purposes. It is more compact and easier to handle in a moving car than the straight rule, and if is very accurate.

The extreme outer scale of the circular rule is the same as the "C" or "D" scale on an ordinary straight rule. This is the scale used in rallye navigation.

OPERATION OF CIRCULAR SLIDE RULE

The following step-by-step procedure outlines the basic circular slide rule navigation system:

1. Write down your "time out" of the start (or your "time out" of the last check point).

2. Set the long arm of the slide rule on SIX. (This is done in order to convert one hour to 60 minutes.)

3. Set the short arm of the slide rule on your given average speed. (Do not touch the short arm again until the next average speed is set.)

4. Watch the clock. At the first even minute interval from your "time out" read the odometer.

5. Move the long arm of the slide rule until the short arm indicates the odometer reading. The long arm will then indicate the time that it should have taken to travel the number of miles indicated by the odometer.

INFORM THE DRIVER

6. Compare the time reading on the long arm with the actual elapsed time at which the odometer reading was taken. (The actual elapsed time is the actual time minus the "time out.") If the long arm indicates less time than the actual elapsed, you are BEHIND SCHEDULE. If it indicates more time, you are AHEAD OF SCHEDULE.

7. Inform your driver in some way that you are either late or early. Repeat steps four through seven at even minute or two-mute intervals until you arrive at the point where you must change your average speed.

8. Read your odometer at the speed change, write this reading down and quickly return the odometer to zero.

O.K. TO PROCEED

9. Inform your driver that he may proceed.

10. Move the long arm of the rule until the short arm indicates the odometer reading. Read the time on the long arm.

11. Write your time reading below your "time out." Total the two. (REMEMBER — ONE MINUTE IS EQUAL TO SIXTY SECONDS, ONE-TENTH MINUTE IS EQUAL TO SIX SECONDS, and so on.)

The sum of these two times will be your new "time out." Return to step one.

ANOTHER FRIEND

I can see you and I are going to get along fine.

Bob Richards
Garden Grove, Calif.

OKER, DRAKE GET INVITES

Two of Southern California's hottest sports car drivers—Bob Oker and Bob Drake—have been tendered invitations to pilot Triumph TR3s in the Sebring, Fla., 12-hour enduro, MOTORACING has learned. The Standard-Triumph Motor Co. of New York extended offers of the driving posts for the Mar. 23-24 classic to the pair, both of whom have collected numerous awards during the past year.

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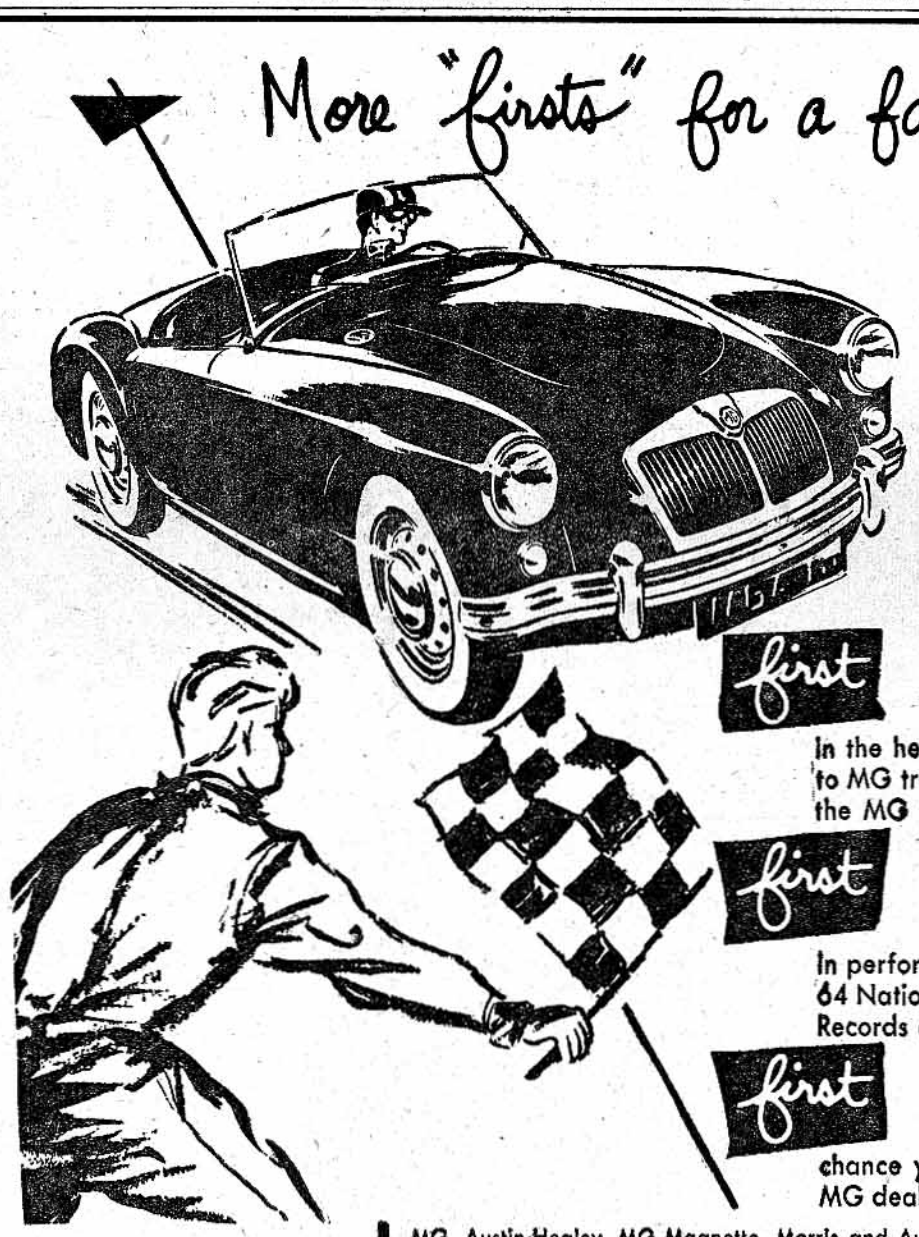

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San Francisco Newsletter

• Dear Gus

By Tom Wilson

NEW S.F. RACE CHIEFS . . . MORE ON THE SCCA BITE

DEAR GUS:

With the holiday season over and the clearing of heads, the Wheels of the S. F. Region of SCCA are beginning to show signs of life and prepare for the 1957 season. At an executive committee meeting they came up with the lineup of committee heads who will be responsible for the quality of the "around the trees and through the houses" racing. The new administration had promised "there will be no purge," but it was evidently just a campaign pledge because most of the old faces are missing. After staging seven races last year in a very efficient manner, several of the old guard will be guarding the snow fence and others have been shifted to make room for court favorites. Here is the nucleus of the new race chiefs:

Bill Cleghorn, chief steward.
Greg Teaby, regional contest bd.
Morrow Decker, safety rep. contest bd.
Wayman Bradley, chief turn marshal.
Jerry Locey, emergency control.
Bud Christenson, safety inspection.
Clark McCartney, pit marshal.
Eric de Reynier, grid steward.
John Luce, starter.
Betty Luce, chief scorer.
Buck Bertillion, course marshal.

Appointed to the Executive Committee are: Marge Snell, social chairman; Ted Rothermel, membership chairman, and Bob Hill, assistant activities chairman. Morrow Decker will edit the club bulletin, *The Wheel*, having been drafted to replace the previous editor whose option was dropped. The Ass't R.E. has not been appointed as yet.

Gus, you might as well start revising your race schedule. Only three races are definite and they are: Stockton, March 16-17; Santa Clara Fairgrounds, June 29-30; Arcata Airport, Sept. 7-8. Under the new policy, with the sponsor posting $5,000 for expenses before the race, it appears that sponsors will be mighty scare in these parts. In the past, the S.F. Region, being loaded, has advanced this money and several times was left holding the bag. Now it will be different; if you want to sponsor a race a race, just come around with your hat in your hand and a $5,000 check.

AVERAGE EXPENSE

That is the average expense before the race is run. That includes snow-fence rental, insurance, printing and mailing, travel expenses for the Wheels, telephone charges, secretarial help, trophies, public address system, box lunches and 1,000 miscellaneous items.

So you want to promote a professional race? In that case, it would include such little items as paying the officials and help and also the prize money which will be in advance, thank you!

Mike McGreevy is still waiting for his dough from RRR for the Stockton-Kingdon races. If they ever come up here again—it will be on a strictly cash basis, according to the drivers. Several have tried to return the prize money in exchange for the return of their amateur standing but so far no luck. It was only a pittance so they would feel no pain—but just a few months and they will be restored to good graces under that one-year clause in SCCA.

But we are diverging, Gus. To sum it all up—sponsors are getting very scarce in these parts. The big selling point is: "The drivers race for free and the 500 various and sundry help work for a four-bit box lunch" but when you mention that five grand they scream like a wounded eagle. And they the right; it is not economically feasible. Last year several sponsors lost their shirts and only a few made a few bucks—a small reward for the time and effort expended. Most of them are going back to promoting box-lunch socials.

'HOLIER THAN THOU'

If the sponsors all quit, it would be a God-send for the S. F. Region. It is about time they faced the facts of life and tied up their own tracks; promoted their own races and pass the benefits on to the drivers and car owners. This "Holier than Thou" viewpoint of all for charity, "the sport is the thing," and the drivers having a private pipeline into Fort Knox—well, Gus, those ideas became history when Enzo appeared on the scene. They are still fighting the Indian Wars up here and CSCC is a nasty name that you would only see when you sign the check for your dues to the CSCC.

My bookie is giving odds that there won't be more than one National Race on the West Coast next year and probably none. Leave us analyze the market, as they say on Montgomery Street. Since the S.F. Region lost the Pebble Beach races, there are no sponsors who will dig up the two grand to send back to a bunch of strange guys in Westport. When you mention THE BITE as the prime requisite for a National Race, their reaction is, "Let the bums go to work." That leaves 'Frisco out of the picture for next season. Seattle put on Sea-Fair as a National last year, but they forgot the little detail of the two grand. I don't think that they will push their luck again—so no National race there. The only chance that the L.A. Region has, is at Palm Springs and Geo. Cary may not hold still for that again. So I think that my bookie has a good bet and I will try to get a piece of that bet—his piece.

INSOLENT LETTER

In trying to get a National Race at Sacramento, the local Wheels wrote to Westport and offered them $1,000 cash as a reduced price on THE BITE. The answer was a very tart, insolent letter—to pay up or else. You would think that the local Wheels were a bunch of poor relatives asking for a bite of that 100-grand treasury, instead of being just a bunch of poor deluded souls who still believe that "The Sport's the Thing." The big laugh is the fact that they only paid $1,000 for THE BITE at Pebble; Sea-Fair paid nothing and a mid-western race paid less, if possible. The only one who paid up in full was the L. A. Region—those guys must be loaded, and after Santa Maria, too.

The Wheels of Westport promised that THE BITE would be just a token fee, after their goal of 100 grand was reached. According to their last (I do mean last) financial report, that will be reached this year.

A LONG WAIT

Up here in 'Frisco we are waiting with bated breath for the word from Westport, that THE BITE is abolished and that West Coast drivers may now compete in the National Point Standings without hocking the family jewels to go to Road America, etc. When your face turns black—start breathing again; it may be a long wait.

With best regards,

tom wilson

PistoNotes ♦♦♦

By JULES DELANCEY

Didja know **"Doc" and Mrs. Eschrich** have oodles of motorcycle competition trophies in addition to "hardware" picked up in sports cars? . . . **Scotty** of the Scott Mfg. Co. has opened a huge new factory in El Cajon to handle the vast fiberglas business that includes auto tops, bucket seats and helmets. **Scott** sponsored the famed Bean Bandit of drag racing not long ago.

Harley Earl, chief of General Motors' styling department, has posted a trophy for NASCAR's Speed Weeks Feb. 3-17 in Daytona Beach, Fla. . . . **Johnny Mantz** has severed connections with Ford to join the Mercury stock car racing menage . . . He recently was presented with a baby son by his lovely wife, **Patty . . . Bob Ray, Jr.,** son of the late L.A. Times baseball writer and brother of the Mirror-News' racing writer, **Pat,** accompanied the latter to Phoenix for the recent USAC midget go; **Bob** is flying jets at Luke AFB . . . **Hugh Harelson** is the new motor racing editor for the Arizona Republic in Phoenix, replacing **Ray Silvius,** now PR man for Western Airlines in L.A. . . . **Jack Senn,** formerly sports editor of the Toledo Blade, is NASCAR's new PR director, replacing **Don O'Reilly,** who resigned to enter private journalism practice . . . Race Driver **Jimmy Reece** recently spent several weeks in the Arizona area doing PR work for Champion spark plugs accompanied by Champion's PR manager, **Dick McGeorge,** whose "stable" also includes **Johnnie Parsons, Jimmy Daywalt, Pat O'Connor** and **Freddie Agabashian.**

Bill Taylor and other Mobilgas execs are on the road scouting new routes for the '57 Economy Run . . . **John Newman** of **Irv Kreisel's** sales force at Continental Car Imports, Culver City, can cite you a very good reason for not speeding around town—or, at least, not being caught at it!

The Jones and Maley Special driven to second by **SamHanks** last year at Indy has been assigned to **Bob Christie,** Grant's Pass, Ore. . . . Another new team finds **Gene Hartley** in the Massaglia Hotels Special, piloted to 9th last year by **Jimmy Reece.**

Peter DePaolo Engineering, which handles Ford's stock car racing activities, has gathered a potent mechanical crew for Daytona Beach assaults . . . Included are **Perry Grimm,** one-time midget racing kingpin, **Danny Quella, Ted Berquist,** and regular staffers **John Holmam, Danny Eames, Fran Hernandez** and **Chuck Daigh . . . Pete** also inked **George** and **Dorothy Asendorf,** formerly PR reps for Purolator, to handle statistical and other chores.

Do we ever get around? . . . **Ted Block** reports a call from **David Martin** of European Sales and Service, Lakeland, Fla., regardin a wholesale distributorship for Steen-C Lubricant! . . . First adv. appeared in our last issue, you'll recall.

Interested in Triumph TR3? . . . Here's new dealer listings for that marque, according to Cal Sales . . . James Imports, 1400 S. Figueroa, L.A.; Imported Motors, Inc., 1600 Fremont, Las Vegas, Nev.; and Tom's Sports Cars Co., P.O. Box 552, Eastland, Tex.

Chuck Daigh wiped out some chap's rolling stock quite effectively during his gilhooley in Saturday's Pomona races. . . . He hit a Volkswagen, motorbike and pickup truck, not to mention a telephone pole . . . His own mount, the Troutman-Barnes Special, had its steering gear wecked, but repairs were made so's he could run Sunday . . . **Chuck** pilots a T-Bird, probably a blown job, during Speed Weeks Feb. 3-17 at Daytona Beach, Fla., and is slated to compete in the New Smyrna Beach

(Continued on Page 8)

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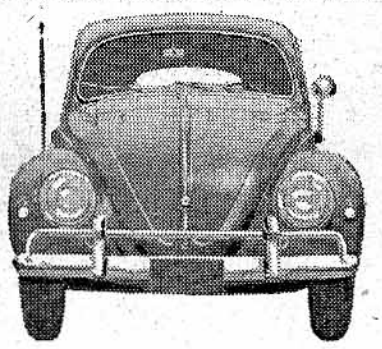
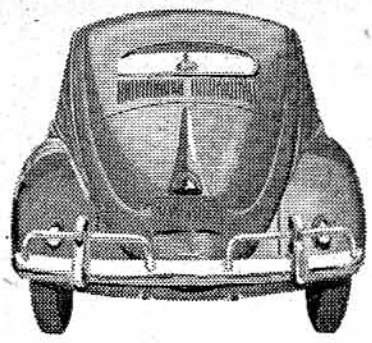
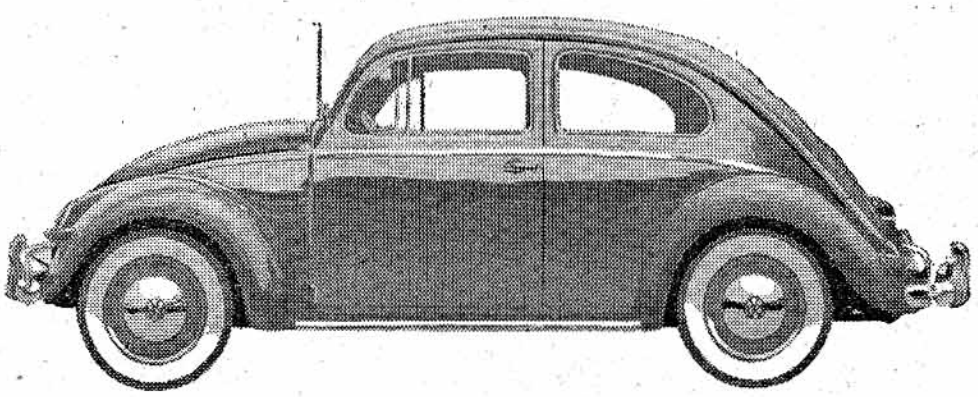




worth waiting for!



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• European Scene

By W. Robert Nitske

PORSCHE RECORD GREAT . . . PRODUCTION ON INCREASE

FOR THOSE gloomy Porsche enthusiasts who have been waiting desperately for delivery of their specific model there is encouraging news. Production is steadily increasing and the recent visit of two top executives from the German factory indicated considerable concern and interest in the American market for their product.

Figures, just released by the Dr. Ing. h. c. Ferdinand Porsche K. G. of Stuttgart, indicate that the rather limited production facilities of their Zuffenhausen factory have turned out over 40 per cent more cars during 1956 than the previous year.

Production in 1956 amounted to 4,246 units against 2,952 for 1955.

It is interesting to note that some 75 per cent of these cars were exported, 2,102 going to the U. S. Eight hundred sixty-seven cars were shipped to European countries and 216 to other overseas markets. Of the year's output, 1,061 Porsche cars remained in the German Federal Republic.

10,000th CAR

In 1950, Porsche produced only 298 sports cars, but the following year, over 1,000 cars left the factory to win admirers all over the world. The 10,000th car came off the production line on March 16, 1956, coinciding with the 25th anniversary of the company.

Only recently we commented on the new Porsche experimental Spyder which ended so disastrously in the auto-park adjoining the Berlin Avusbahn. It was a total loss.

During the past year, Porsche cars won 534 victories in various parts of the world, truly a remarkable success for any make of car. The 1956 racing season had an auspicious beginning for Porsche when Stirling Moss drove a Spyder to victory at the International Sports Car Race at Auckland, New Zealand. Other impressive triumphs (if one can be allowed to use that word in connection with Porsche victories) were the victors at the Rallye Monte Carlo. Here a Porsche won the Gran Tourismo category up to 1,300cc as well as the Ladies' Cup, which was won for the first time by a German car.

INDEX VICTOR

The only recognized international sports car event in this country, the 12-hour Grand Prix of Endurance at Sebring, Florida, found Porsche winner of the Index of Performance. Hans Hermann and Berghe von Trips drove the Spyder, which placed sixth overall. The Jack McAfee and Pete Lovely-driven Sypder placed second in the Index and seventh overall.

At the 1,000-kilometer Race at the Nurburgring, the new Spyders, the 550RS cars, made their impressive debut. The cars not only held up in their first great outing, but actually won a double victory.

The greatest victory, however, in the entire history of the long string of superb wins of Porsche cars was the overall in the Targa Florio. Never in the 50-year history of this Sicilian mountain race has a car with a smaller than 2-liter displacement won the tortuous event. The great Italian champion Umberto Maglioli averaged 56.49 miles per hour, bringing the lone Porsche entry across the finish line ahead of strong competitors.

AWARD TO PORSCHE

Triple victories of Porsche were achieved at the 1,000 kilometers at Paris, the 12-hours at Rheims, and the Alpine Rallye. A double win was scored at the Liege-Rome-Liege Rallye. Porsche won for the sixth consecutive time the up to 1500 class at Le Mans, the German Grand Prix on the Nurburgring, the Avus race at Berlin and the Swiss Hill Climb.

In recognition for all of these victories during the year, the French automotive magazine *Automobilia* awarded their "Coupe Automobilia," a highly desired trophy, to Porsche as the most successful car in Europe during 1956.

It seemed to be an honor well deserved by the factory and a gesture certain to please all enthusiasts.

MOTORING fo(u)r FUN

By John Foster
National President, FCCA

TO GET things off with a bang this year, and assure ourselves of good publicity and excellent coverage on our major events, I have a request to make. It is to all events chairmen, publicity chairmen, rallye masters, scribes and photogs in the club.

John Foster

In order to prepublicize your events, it is essential that your releases are mailed out EARLY. The inevitable time-consuming demands of mail, typing, printing, layout, publishing, sorting and final mailing that goes into a newsheet are such that your releases must reach me, or HQ, at least six weeks before the event. For inclusion in the 'RALLIES' calendar it must reach MOTORACING at least 10 days before publication date.

DON ROYER (left) receives the FCCA National Challenge Trophy for high-point winner (with Gail Holden) in the four 1956 FCCA National events. Trophy, donated by Rainier Brewing Co., was in addition to team's overall win of the SCCSCC annual trophy. Award is made by John Foster at FCCA annual meeting.

For post-event write-ups and results, copy must be mailed direct to MOTORACING IMMEDIATELY following the event. Every effort will be made to include this type of copy in the following issue.

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(Continued on Page 11)

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Next Issue Date: Feb. 8-15.

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ARNOLT-BRISTOL with mod. Corvette V-8 engine. Very fast—102 mph in ¼ mile. Beautiful cond. Asking $3700. Phone Jerry Maxick. NO. 5-5528, Los Angeles.

1957 PORSCHE CARERRA, silver-blue. Approx. 2000 mi. Private party, never raced. Many extras incl. Becker radio, seat belts, seat covers, Porsche Parka, etc. PO. 2-1556.

PLASTICON DETACHABLE FIBERGLASS hardtop for Austin-Healey. Good condition, under half price. 22021 Lopez St., Woodland Hills. Phone DI. 7-1629.

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MISCELLANEOUS

HAWAII'S ONLY sports-car columnist, Steve Da Costa (formerly L. A. Daily News, now Honolulu Advertiser), has facts, figures, answers and color movie film on Road Racing in Hawaii. Needs backer for expedition to present true story, one to two weeks. Licensed for competition — Hawaii, will consider a Class F ride in April SCCA-Hawaii Regional event. Wire or write: P. O. Box 52, Honolulu 10, Hawaii. Telephone 7-8783.

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PistoNotes ✦✦✦

(Continued from Pg. 7)

Airport, Fla., road races Sunday, Feb. 10 . . . Another T-Bird also goes, driver at this writing unknown.

Two parties no one will want to miss—Feb. 14 at the new Grand Prix Restaurant, 8204 Beverly, a Valentine party and membership drive for all sports car clubs . . . Applications for membership to club of your choice available. Bongo Kings and Bongo Queens will have a night to beat their drums at the SCCA combination "Farewell to Sebring" travelers and St. Patrick's party . .. March 16 the date—Crescent Heights Mansion the place . . . **Chas. MacLoane,** HO 4-3281 for information.

Bruce Pollock, American Broadcasting Co., says please no more requests for **Gail Holden's** phone number. (They're engaged). **Gail** is the pretty Champion Navigator for 1956 whose column on Rallye Techniques appears on page 6 of this issue . . . **Larry Hall,** one of **Rudy Cleye's** right-handers at the Blarney Castle, was recently engaged to **Anita Blythe.**

Bob Burt, formerly of **Slim Barnard's** automotive staff at L.A. Examiner, is now selling imported cars in Long Beach . . . **Johnny McDonald,** auto racing editor of the San Diego Union, reports that a $250,000 drag strip is planned down thar; it's a miler and will be run on a commercial basis . . . He also sez the SCCA is dickering for the Navy's hourglass field for a road race ere long.

The beautiful Mercedes-Benz 300SL owned by Disc Jockey **Hunter Hancock** was "totalled" when it became enveloped by flames while he was en-route home from the Pomona races. It is believed oil leakage caused the fire. He escaped injury after pulling his car over to the road shoulder and stopping.

Misfortune also befell **Art Lauring,** columnist for the L.A. Times and **MOTORACING.** His Porsche sustained major front end damage in a collision last Saturday night.

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Women's Sports Car Corner

By Gloria Dearborn

'TYPICAL GAL' HAS NO INTEREST IN SPORTS CARS

AS SO MANY of us do, I live in a daily world of sports car non-believers, surrounded by Buicks, Oldsmobiles and Chevrolets—a girl in a maze of Mush-o-Matic Drives, who, on a sleep-in Saturday morn, takes her gear shift in hand and rows out to a dusty road course to arrive at a shivering 7 a.m., ready for work. Then, back to the office on Monday morning, sun- and wind-burned, bone-tired, and with not even a mildly interested soul around for a brisk session of bench racing. Instead, only an occasional query on why I like those dangerous little foreign cars, "... sure wouldn't want to have an accident in one..."

The result was this: I decided to interview a woman with all the potential qualities of a sports car enthusiast, but one who just couldn't be less interested. I wanted to find out why, and thought you readers might like to know, too.

The one I chose is a red-blooded, modern American gal—very attractive, sparkling personality, married, with two children, and medium income. Intellectually above average, reads lots of good books—both modern novels and classics.

In other words, a gal very much like a good cross-section of the distaff side of sports car enthusiasts. Here is how the interview went:

Q: What do you think of sports cars?

A: Very attractive, dashing, and a pleasing addition to the landscape—I love to see them whipping about, BUT!

Q: Would you like to own one?

A: NO!!!

Q: Why not?

A: 1) I have a feeling of insecurity in them. 2) I don't like the problem of all those gears. 3) They are something less than comfortable to my way of thinking. 4) I don't like the problem of all those gears. 5) The interior styling and color combinations are too unimaginative. 6) And then there is the problem of all those gears!

Q: Have you ever really been exposed to sports cars?

ALL THOSE GEARS

A: Yes! My husband has been mildly interested for several years, and even had me try out a Volkswagen. I told him it was cute and sort of fun to drive—but, golly, all those gears! My sister has had a number of foreign cars in the past six years, and my brother has had two.

Q: Have you ever been to a sports car road race?

A: No.

Q: Why not?

A: I have never been interested in thrill-racing of any kind, and feel the morbid interest of the spectator is an indication of his immaturity. The same goes for the thrill-seeking participant. Also, I believe we are all motivated by destructive and constructive forces, and feel that people who engage in thrill-type sports are giving in to an expression of their overpowering drive toward self-destruction.

Q: Do you think there can be anything constructive about this sport?

A: Yes, if it is entered into purely as a hobby, or as an economical means of transportation.

Q: Would you be interested in joining a sports car club?

A: No.

Q: Why?

NOT A 'JOINER'

A: I am not a typical "joiner." If I were to join any organization I would feel obligated to participate fully, take a thorough interest in the management and operation of the club, and do my share.

Q: If I could arrange for you to drive a sports car of your selection, just for a short trial period, which would you choose?

A: Well, if you can show me a sports car with room for four children, four boxes of groceries, one king-size dog, four gallons of chlorine, wind-up windows, automatic transmission, and indoor ashtrays, I just might be interested.

Quotable Quotes

"Pomona is definitely a 2-liter course."—John Edgar (after Carroll Shelby had trouble with the 3.5 Ferrari).

"That was a complete misquote about me saying all race drivers stink. After all, I make my living racing." —Troy Ruttman (referring to an item in a metropolitan L.A. daily).

"Rollbars on production cars would require too many alterations and place an undue burden on the owner-driver." —Curt Warshawsky (on Frank Alten's KBLA Motor Classics).

Are You Going to Europe?

Manney Tells of Driving Tribulations

(EDITOR'S NOTE—This is the first of a series of articles which will attempt to smooth the road for you if you are planning a trip to Europe.)

By Henry N. Manney III

CANNES, France, Jan. 22—Everybody is rushing into print about how to do this, that and the other; I might as well tell you somthing that looks on face value as though it might be useful but actually will get you a bad name with the police of seven countries. Of course, the information I am about to dish out free of charge only concerns those who plan to come to Europe this year and have something to do with racing, whether watching or doing.

Henry N. Manney

At any rate, this article takes the place of a detailed letter to those of my three friends who have written for this priceless information and so writing it saves me both paper and postage. Assuming you have gone all through the garbage concerning transportation (get your reso in NOW) and passport with your travel agent and persuaded your bank manager to spring the loot, we will assume that whatever your main purpose you are not going to hoof it from race to race nor expect that the Wilshire bus runs out that far; ergo, you will be buying a car.

Now, if I have learned one thing from driving intensively in Europe, it is that you need a car that goes and will keep going. I know that sounds simple but in practice, like a good man, it is hard to find a machine that will measure up to that simple formula.

Tougher in Europe

First off, you have got to realize that 300 miles in a day in Europe is harder than 500 miles in the U. S. Naturally, this figure can be modified if you are crossing Switzerland. The plain common highways are usually as crooked as a dog's hind leg and unless you are literally planning to take your life in your hands you cannot put up the averages that you can in California. I know you won't believe me because you know that there is no speed limit over here but you must consider that even the main routes are cluttered up with the derndest collection of 2 CV Citroens, Mice baby Fiats), bigger Fiats, old clunks, trucks, busses, horse-drawn carts, people-drawn carts, horrid three-wheeled pickups, bicycles, rhing dings of all sizes, scooters, people walking and wheeling everything imaginable from baby carriages to asphalt carts, and livestock of all descriptions.

All of this junk is moving at speeds more or less relative to yours but most of it is slow . . . creeping . . . and its course is definitely unknown. We all know that Mice and 4 CV Renaults will bat along at quite a respectable rate, but while the price of gas ranges anywhere from 65 cts. to a buck a gallon it takes a lot to make Pierre hurry.

Fast and Slow

Of course, there is a good proportion who are going along at a fair rate of speed but a little slower than you want to go; also there are the budding Fangios who want to race. All the three types of characters mentioned and the normal road conditions point to the necessary attributes for your car—it has gotta have brakes and not just retarders. Time after time you will round a corner at speed to find Guiseppe and his hay cart, Gaston and his 2 CV, Hans and his flock of sheep, Alberto in his Fiat diesel with two trailers on behind, or Derek in prewar Flying Standard, all (sometimes simultaneously) on your side of the road and proceeding at 2 mph.

Stir into this mixture the Lancia GT that is approaching at supersonic velocity from the other direction, the gentleman on the bicycle who is balancing brushes, paintpots, and ladders, and the Deutschlander mit VW who has parked on the apex of the curve (with door open) to take a picture, and you will appreciate why brakes come first on my list.

Honest, this sort of thing goes on all the time. When Jim Trimble and I were taking a hot lap around the Mille Miglia course, we referred to it as The Great Italian Obstacle Race.

Can't Dope Off

It can be extremely tiring (although very enjoyable) because you can't dope off for a second; there is always some person or object that materializes in an unexpected place. I think perhaps the ultimate was reached when we shot around a corner in Cannes to find our way obstructed by a real-type camel. Of course, it was attached to a rug-peddling Algerian but that really didn't lessen the shock value any.

Rugged Hazards

I only thought that I had been terrified by the Kenworths on the Ridge Route until I encountered the monstrous Berliet rigs that trundle down N 7 from Paris to Marseilles. It gives one to think, as the frog-eaters say, about passing one of them in a narrow village street.

I wish I had space to go into such hazards of the course as narrow village streets, curved tunnels, humpback bridges with right angle turns just beyond, gravel mountain passes with no guardrails, level railway crossings (always in an S-bend), and lovely mixtures of adverse camber, awkwardly placed bumps, and highly slippery road surfaces. This last subject alone could take a book to cover.

(To be continued).

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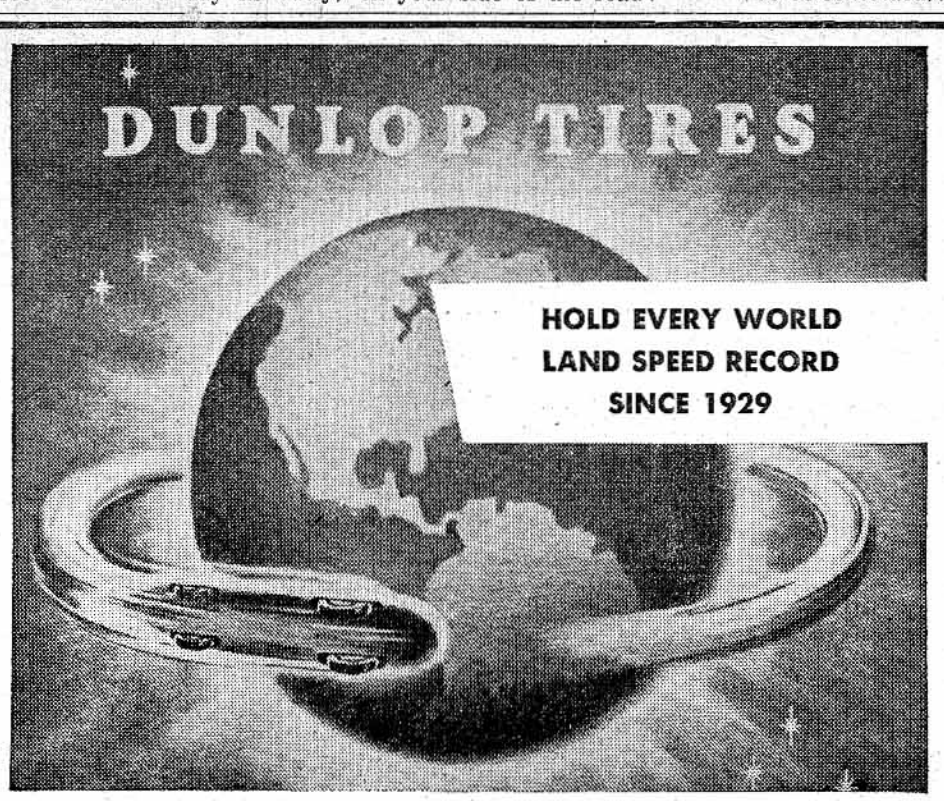

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Complete Pomona Racing Charts

CALIFORNIA SPORTS CAR CLUB

(Compiled by LONG BEACH MG CLUB under supervision of DOUG BAILEY, Scoring Marshal. Data on non-finishers by MYRA JONES, Women's Sports Car Club.)

SATURDAY, JAN. 19

3RD RUNNING POMONA ROAD RACES

RACE NO. 1—Prod. sedans up to 1500 cc. Time, 18:05. Laps, 10. Avg. 66.4. Miles, 20.

Post.	Car No.	Sec. Behind	Driver	Make of Car	Class Position F	G
1	81		Dair, Jack	Volvo	1	
2	777	20.5	Forbes-Robinson, E	Simca Aronde	2	
3	210	23	Patchen, Marvin	Simca Aronde	3	
4	71	25	Pearson, Ron	Volvo 444	4	
5	146	59	Boberick, Don	Jowett Javelin	5	
6	35	60	Catron, Joe	Simca	6	
7	303	69	Collins, Walt	Nash Met	7	
8	45	88	Davis, Geo.	Simca Aronde	8	
9	123	1L3.5	Nicholas, Jack	DKW		1

9F, 2G—11 entrants. Did not finish—78, Lionel Nehabedian, Goliath, air cleaner hose collapsed; 96, Bill Bank, Simca, lost valve spring keeper.

RACE NO. 2—Prod. under 1300 cc. Time, 16:24. Laps, 10. Avg. 73. Miles, 20.

					F	G	H
1	115		Aldous, Frank	Alfa Romeo	1		
2	51	4	Woodward, Fred	Alfa Romeo	2		
3	28	44.5	Garlick, Walter	Alfa Romeo	4		
4	87	74	Hanford, H. J.	Alfa Romeo	4		
5	67	74.5	Kessinger, Charles	Alfa Romeo	5		
6	37	75	Newitt, Thomas	Alfa Romeo	6		
7	237	1L13	Taylor, Sam	MG Mk II	7*		
8	155	20	Newman, Fredrick	MG TD	8*		
9	226	21	Snider, John	MG TF	9*		
10	145	22	Spencer, Lew	Morgan	10		
11	0	24	Honeter, Jim	MG TF	11*		
12	47	30	Dair, Jack	MG TF	12*		
13	100	34	Lohrum, Frank	Alfa Romeo	13		
14	140	35	Roberts, Donald	MG TC	14*		
15	20	59	Patton, Robert	Alfa Romeo	15		
16	82	61	Hanson, Gordon	MG TD	16*		
17	215	71	Nickel, William	MG TD	17*		
18	3	103	Hensley, Cliff	MG TD	18*		
19	104	2L50	Wheeler, William	Panhard		1	
20	58	81.5	Brunner, Mark	Crosley			1
21	00	3L16	Hosch, Martin	Alfa Romeo	19		
22	128	4L11	Scurlock, Robert	MG MK II	20*		

*MG's under 1300 cc.
Did not finish—none.
10F, 10 under 1300 cc. MGs, 1G, 1H—22 entrants, All finished.

RACE NO. 3—Prod. 1300 cc. to 1500 cc. Time, 16:31. Laps, 10. Avg. 72.8. Miles, 20.

					F
1	24		Barker, Ed	Porsche Spd	1
2	77	12.6	Forbes-Robinson, E.	MGA	2
3	141	13.4	Sinclair, S. L.	MGA	3
4	72	37.5	Moore, Jimmy	Porsche	4
5	160	41.4	Brigham, Robert	MGA	5
6	62	42	Lumkin, J. E.	MGA	6
7	177	54.5	Nick, Jay	MGA	7
8	180	55.7	Hills, Jay	Porsche Car.	8
9	163	61	Pickering, Ray	MGA	9
10	198	61.1	Jackson, Herbert	MGA	10
11	175	63	Schulman, Gene	MGA	11
12	43	66	Brandreth, Edw.	MGA	12
13	94	67.6	Seeger, Paul	MG TF	13
14	200	1L4	Ury, Ted	MGA	14
15	61	16.5	Aumaier, Pete	MGA	15
16	194	3L27	Nichols, Frank	MGA	16

17 F entrants—Did not finish—218, Skip Hudson. Denzel, wrong spark plugs.

RACE NO. 4—Prod. 1500 cc. to 2000 cc. Time, 15:35. Laps, 10. Avg. 77.2. Miles, 20.

					E
1	59		Oker, Bob	AC Ace-Bristol	1
2	31	31.6	Bucknum, Ronnie	Porsche Spd	2
3	711	38.3	Dixon, Bill	Siata Spy	3
4	60	39.3	Muse, Wm.	AC Ace	4
5	213	59	Winberg, Chas.	Morgan TR2	5
6	216	67.6	Bowers, Rod	TR2	6
7	48	85.1	Crowder, Gordon	Porsche Spd	7
8	23	1L17.5	Dietz, Sterling	Siata	8
9	199	18	Yates, Louis	Porsche	9
10	19	20.5	Michelmore, D. D.	Porsche Spd	10
11	44	37.2	Simon, Harvey	ACE	11
12	122	77.4	Merrick, Clark	TR2	12
13	107	85.2	Conway, Rob't	TR3	13

17E entrants—Did not finish—55, Julian Conde, Porsche, lost fan belt; 99, Eugene Levin, Tr3, fouled plugs; 113, Lew Bracker, Porsche, fan belt broke on second lap. Oil cooler broke, oil ran out; 186, Al Hughes, Tr3, broken rod.

RACE NO. 5—Prod. over 2000 cc. Time, —. Laps, 8. Avg. —. Miles, 16.

					G	D
1	38		Bates, Jack	Mercedes 300SL		1
2	331		Parkinson, Jim	Austin Healey		2
3	157		Sturgis, Bill	Mercedes Benz		3
4	125		Clark, Laurence	Corvette	1	
5	60		Weller, Bob	Jaguar XK140	1	
6	109		Padock, Rick	Jaguar XK120	3	
7	154		Bagley, John	Austin Healey		4
8	167		Robles, Mell	Jaguar XK120	4	
9	191		Wilson, Robert	Austin Healey		5
10	159		Madeira, Richard	Lancia Spyd		6
11	127		Benjamin, Bennie	Jaguar XK140	5	
12	103		Erb, Harold	Austin Healey		7
13	63		Breskovich, Jack	Austin Healey		8
14	80		Matthews, James	Jaguar XK120	6	
15	13		McKeown, John	Corvette	7	
16	46		Boyle, Jack	Austin Healey		9
17	192		Wilson, Tom	Austin Healey		10
18	132	1L	Hoffman, Bob	Corvette	8	
19	10		Hart, Norman	Jaguar XK120	9	
20	250		Coffin, James	Austin Healey		11
21	288		Storey, Reynard	Austin Healey		12
22	29		Baum, Stanton	Jaguar XK120	10	
23	36		Gould, R. C.	Austin Healey		13
24	228		Rice, Patrick	Austin Healey		14
25	52		Dean, Phillip	Austin Healey		15
26	74		Hathorn, John	Austin Healey		16
27	170		Sherrerd, Geo.	Jaguar XK120	11	

14C, 20D—34 entrants. Did not finish—5, Richard McClure, Jaguar, hit spinning car No. 201, left side badly bent; 22, Gil Bloemendaal, Austin Healey, perforated radiator hose, blown head gasket, cracked head; 40, Rudy Cleye, Corvette, lost second gear; 41, Hud Stephenson, Austin Healey, spun on turn No. 1, hit fence; 137, John Columbero, Mercedes 300SL, front bonnet came up; 201, Bud Shank, Jaguar XK120, spun, hit by No. 5, dented right side, wheels broken.

RACE NO. 6—Formula III-Formula Libre. Time, 15:35. Laps, 10. Avg. 77.4. Miles, 20.

					III	F/L
1	101		Morrow, Harry	Cooper MK IX	1	
2	30	.8	Ormsbee, Ralph	Cooper MK IX	2	
3	212	29	Dane, Stuart	Dane Triumph	3	
4	413	8L29.2	Holcomb, Geo.	Echo Norton	4	
	184	1L62.5	Monise, Frank	Eliminator		1

8111, 1FL—9 starters. Did not finish—68, Terry Lamoureaux, Nonpariel Special, seized engine; 92, Robert Haring, Cooper, engine sprocket came off; 95, Richard Rogers, Cooper VIII, spun on turn No. 1, couldn't restart; 202, Dick Trimble, Cooper JAP, fuel pump trouble.

RACE NO. 7—Modified under 1500 cc. Time, 22:22. Laps, 15. Avg. 80.5. Miles, 30.

					F	G	H
1	50		Miles, Ken	Porsche Cooper	1		
2	49	6.8	Drake, Bob	Cooper-Climax	2		
3	118	37	Kunstle, J. P.	Porsche	3		
4	7	54.5	Wheeler, Howard	OSCA	4		
5	117	73.2	Hanford, Harry	MG Sp	5		
6	150	81	Willis, Chas.	Lotus Mk IX		1	
7	91	120	Mayer, Harvey	Lotus Mk IX		2	
8	90	1L4	Oddous, Jean	Lotus Mk VI		3	
9	147	27	Biehl, John	Cooper Climax	6		
10	169	35.5	Porter, John	Porsche Spy	7		
11	84	53	Monise, Frank	Lotus Mk XI		4	
12	129	57	Lawrence, John	MG Sp	8		
13	89	64.4	Considine, Tim	OSCA	9		
14	26	70.1	Kerns, Alan	MG Sp	10		
15	126	73.4	Brauer, Don	MGTC	11		
16	57	2L12	Turner, Walt	Porsche Spy	12		
17	102	22	Nethercutt, Jack	Lotus Mk XI		5	
18	75	24	Huddleston, Rex	Lotus Maserati	13		
19	164	35	Bishop, Nobel	Crosley			1
20	33	40.5	Wilder, Jack	Nichols Panhd			2
21	131	49.8	Parkinson, Jim	Renault Spl			3
22	73	57	Peron, Perry	Panhard			4
23	111	66.3	Bundy, Cliff	Crosley Spl			5
24	32	74.5	Holbrook, Rob't	Crosley Spl			6
25	34	3L42	Enock, C. K.	Crosley Spl			7
26	27	44	Wilson, James	MG MKII		14	
27	25	47.5	Chaffee, Jim	MG Sp		15	
28	39	126	Verrecchia, Rico	Crosley Spl			8
29	97	4L7	Miller, Don	Crosley Spl			9
30	188	14.6	Austin, Jim	Panhard Spl			10
31	114	26.5	Bucklein, Stan	Panhard Rdstr		6	

18F, 8G, 12H—38 starters. Did not finish—14, David Eyraud, MGTD Spec., blew radiator hose on start; 15, Ardun Stevens, Panhard, ignition shorted out; 42, Jerry Richards, MG Special, spun onturn No. 4, hit by No. 73, killed engine and couldn't restart; 53, Bill Knowe, Lotus, hit post head on; 65, Dane Watson, Panhard, hit hay bale trying to avoid another car, broke an oil line; 66, Dr. C. St. John, MGTF, shifting fork slipped; 255, Terry Hall, Renault Spec., clutch flew apart.

(Continued on Pg. 11, Cols. 1-4)

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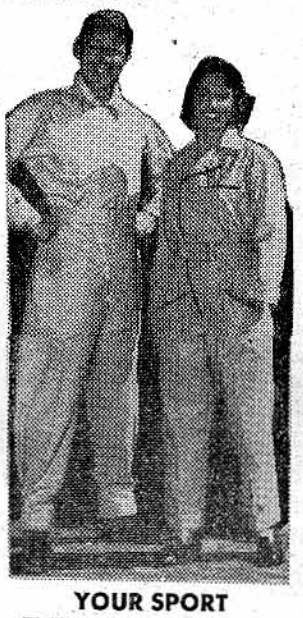

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POMONA RACING CHARTS (Continued)

(Continued from Page 10)

RACE NO. 8—Mod. over 1500 cc. Time, 21:50. Laps, 15. Avg. 82.5. Miles, 30.

					B	C	D	E	F
1	2		Hill, Phil	Ferrari Monza			1		
2	6	13	Murphy, Bill	Buick Kurtis	1				
3	70	14	Hauser, Eric	Buick Sp	2				
4	249	16	Ginther, Richie	Aston Martin			2		
5	108	29	Brero, Louis	D Jag		1			
6	11	59	von Neumann, John	Ferrari T. Rossa				1	
7	21	60	Dolden, Harold	Spark-Bonney	3				
8	203	69	Critchlow, Ces	C. Jag		2			
9	16	1L1	Reventlow, Lance	Maserati				2	
10	124	73	Firestone, Jim	Frazer Nash				3	
11	149	2L58	Bondurant, Bob	TR2			3		
12	17	3L80	Groskritz, Tom	Jag C		3			
13	119	4L8	Plass, Rob't	Ferrari Monza					1
14	9	15	Danielson, Bruce	Ferrari				4	

4B, 4C, 3D, 5E—16 starters. Did not finish—88, Carroll Shelby, Ferrari, right rear brake locking; 138, Chuck Daigh, spun on turn No. 1.
Saturday: 164 starters—26 retirements (15%)

SUNDAY, JAN. 20

(Reasons for cars not finishing in Sunday races will be enumerated in next issue of MOTORACING.)

RACE NO. 9—Cons. Prod. under 1500 cc. Time, 21:10. Laps, 12. Avg. 68.5. Miles 24.

Post.	Car No.	Sec. Behind	Driver	Make of Car	Class Position F	G
1	218		Hudson, Skip	Denzel	1	
2	163	63	Pickering, Ray	MGA	2	
3	175	63.5	Schulman, Gene	MGA	3	
4	177	69.6	Jay, Nick	MGA	4	
5	94	98	Seeger, Paul	MGTF	5	
6	198	99	Jackson, Herbert	MGA	6	
7	200	130.6	Ury, Ted	MGA	7	
8	226	1L6.5	Snider, John	MGTF	8	
9	145	8.5	Spencer, Lou	Morgan	9	
10	128	28	Scurlock, Rob't	MGMkII	10	
11	82	36	Hanson, Gordon	MGTD	11	
12	61	36.7	Aumaier, Pete	MGA	12	
13	155	101.2	Newman, Fred	MGTD	13	
14	3	123.5	Hensley, Cliff	MGTD	14	
15	104	2L130.6	Wheeler, Wm.	Panhard		1

DNF—E. Brandreth, D. Roberts, J. Hills, F. Nichols, W. Nickel, S. Taylor.

RACE NO. 10—Cons.-Prod. over 1500 cc. Time, 21:37. Laps, 12. Avg., 66.6. Miles, 24.

					C	D	E
1	137		Colombero, John	Mercedes 300		1	
2	159	21	Madeira, Dick	Lancia Sypd		2	
3	113	70	Bracker, Lew	Porsche Spd			1
4	132	78	Hoffman, Bob	Corvette	1		
5	204	78.4	Hulette, Don	Arnolt Bristol			2
6	127	92	Benjamin, Bennie	Jaguar XK140	2		
7	40	1L1.5	Brassell, Chuck	Corvette	3		
8	44	6	Simon, Harvey	ACE			3
9	154	10	Bagley, John	Austin Healey		3	
10	167	14.5	Robles, Mell	Jaguar XK120	4		
11	22	18	Bloemendaal, Gil	Austin Healey		4	
12	19	42	Michelmore, D. D.	Porsche Spd			4
13	46	42.5	Boyle, Jack	Austin Healey		5	
14	170	44.6	Sherrerd, Geo.	Jaguar XK120	5		
15	99	51.8	Levin, Eugene	Triumph TR3			5
16	74	54.3	Hathorn, John	Austin Healey		6	
17	23	74.4	Dietz, Sterling	Siata			6
18	55	75	Conde, Julian	Porsche Sup			7
19	199	86	Yates, Louis	Porsche			8
20	48	86.6	Crowder, Gordon	Porsche Spd			9
21	228	91	Rice, Patrick	Austin Healey		7	
22	201	2L23	Shank, Bud	Jaguar XK120	6		
23	250	78.1	Coffin, James	Austin Healey		8	

DNF—J. McKeown, S. Baum, R. Gould, H. Stephenson, J. Breskovich, R. Conway, C. Merrick, R. Storey.

RACE NO. 11—Cons.-Modified cars, Time, 23.22. Laps, 12. Avg. 61.6. Miles, 24. Formula III & Formula Libre

					B	F	G	H	III
1	138		Daigh, Chuck	Troutman Barnes	1				
2	418		Hudson, Skip	Porsche Sypd		1			
3	66		St. John, Dr. C.	MG TF		2			
4	27		Wilson, James	MG MK II		3			
5	42		Richards, Jerry	MG Spec		4			
6	65	1L	Desterbelle, Ray	Panhard Mons.				1	
7	97		Brown, Jack	Crosley Spec				2	
8	25		Chaffee, Jim	MG Spec		5			
9	15	3L	Stevens, Arden	Panhard			1		
10	14		Eyrand, David	MG TD		6			
11	114		Bucklein, Stan	Panhard Rdst			2		
12	39		Verrecchia, Rico	Crosley Spec				3	

DNF—T. Hall, C. Shelby.

1	101		Morrow, Harry	Cooper-Norton	1
2	95		Rogers, Dick	Cooper-Norton	2
3	202	1L	Trimble, Dick	Cooper-Jap	3
4	68	3L	Lamoureux, Terry	Nonpareil-Spec.	4

DNF—R. Ormsbee, S. Dane, G. Holcomb.

RACE NO. 12—Under 1500 cc. Main Event. Time, 59:50; Laps, 32. Avg. 64.2. Miles, 64.

					F	G	H
1	50		Miles, Ken	Porsche Cooper	1		
2	49	21	Drake, Bob	Cooper-Climax	2		
3	118	55	Kunstle, J. P.	Porsche	3		
4	218	1L58	Gurney, Dan	Denzel	4p		
5	51	72.5	Woodward, Fred	Alfa Romeo	5p		
6	141	73.1	Sinclair, S. L.	MGA	6p		
7	418	77	Hudson, Skip	Porsche Sjy	7		
8	87	97.2	Hanford, H. J.	Alfa Romeo	8p		
9	169	105.5	Porter, John	Porsche Spy	9		
10	77	2L45	Forbes, Robinson, E.	MGA	10p		
11	131	79.3	Parkinson, Jim	Renault			1
12	28	96.6	Garlic, Walter	Alfa Romeo	11p		
13	175	3L80.5	Schulman, Gene	MGA	12p		
14	160	45.1	Brigham, Rob't	MGA	13p		
15	67	58.3	Kessinger, Chas.	Alfa Romeo	14p		
16	24	73	Barker, Ed	Porsche Spd	15p		
17	150	4L50	Willis, Chas.	Lotus MK IX		1	
18	73	88.14	Peron, Perry	Panhard			2
19	188	5L79	Austin, Jim	Panhard Spl			3
20	32	6L23.5	Holbrook, Bob	Crosley Spl			4
21	90	13L15	Oddous, Jean	Lotus MK VI		2	

DNF—H. Wheeler, A. Kerns, J. Wilder, C. Shock, D. Feuerhelm, J. Lumkin, C. St. John, J. Moore, F. Monise, H. C. Hanford, J. Nethercutt, C. Bundy, F. Aldhous, D. Brauer, J. Austin, N. Bishop.

RACE NO. 13—Women's race & sedans. Time, 15:35. Laps, 8. Avg., 61.9. Miles 16.

					D	E	F	G	H
1	143		Levy, Ruth	Porsche Spy			1		
2	149	62	Davis, Mary	TR2	1				
3	193	62.5	Shutes, Betty	Porsche S.		1			
4	103	84	Payne, Irma	A-H	2				
5	237	1L71.8	Taylor, Norah	HG MkII			2		
6	79	79.6	Peters, Eliz	Panhard					1
7	104	96.5	Wheeler, Ione	Panhard				1	

DNF—L. Cano.

1	81	7.3	Dair, Jack	Volvo			1		
2	777	62.5	Forbes-Robinson, E.	Simca			2		
3	71	66	Pearson, Don	Volvo			3		
4	35	68	Catron, Joe	Simca			4		
5	123	108	Nicholas, Jack	DKW				1	
6	45	1L.5	Davis, Geo.	Simca			5		
7	78	89	Nahabedian, Lionel	Goliath				2	

DNF—M. Patchen.

RACE NO. 14—Over 1500 cc. main event. Time, 59.44. Laps, 35. Avg. 70.4. Miles, 70.

					B	C	D	E	F
1	70		Hauser, Eric	Buick Spl	1				
2	249	13	Ginther, Richie	Aston Martin			1		
3	59	86	Oker, Bob	AC Ace-Bristol				1p	
4	137	91	Colombero, John	Merc 300			2p		
5	38	1L6	Bates, Jack	Merc 300SL			3p		
6	49	46	Drake, Bob	Cooper-Climax					1
7	108	88	Brero, Louis	D Jag		1			
8	17	98	Groskritz, Tom	C Jag		2			
9	16	100	Reventlow, Lance	Maserati				2	
10	157	2L10	Sturgis, Bill	Merc. Benz			4p		
11	31	49	Bucknum, Ronnie	Porsche Spd				3	
12	213	73	Winbert, Chas.	Morgan Tr				4p	
13	60	94	Muse, Wm.	AC Ace				5p	
14	138	3L42	Daigh, Chuck	Troutman Barnes	2				
15	124	71	Firestone, Jim	Frazer Nash				6	
16	69	72	Weller, Bob	XK140		3p			
17	125	4L9	Clark, Laurence	Corvette		4p			
18	11	22	Von Neumann, John	Ferrari				7	
19	109	6L37	Padock, Rick	XK120		5p			
20	119	7L34	Plass, Rob't	Ferrari Monza				8	

P. Hill, B. Murphy, H. Dolden, K. Miles, B. Bondurant, C. Critchlow, J. Parkinson, B. Dixon.

Racing Pow-Wow

(Continued from Pg. 2)

journalist is concerned, he is persona non grata.

His un-called-for actions betrayed his true nature completely to the [illegible] assembled around the winner's circle. He might be a fair country race driver, if you can overlook his numerous spinouts, but personally—ugh! Sure MOTORACING's readers voted him as 1956's best under-1500cc driver, but let's not overlook the fact he wanted not for equipment—the finest Scuderia Von Neumann could provide.

THEY SHOULD GIVE THIS BLOKE THE HEAVE

It's our opinion Miles is the No. 1 foul-up at Cal Club headquarters, and that much of the goof-ups attributed as a whole to the Board of Pharaohs are largely engineered by him. Why this Britisher, who's never, so far as I know, taken out American citizenship papers in all his years in this country, should take it upon himself to assume club leadership is something beyond us.

Miles has been tossed out by bigger racing clubs than CSCC, including the SCCA.

Cal Club members would do themselves nothing but good by giving this lend-lease bloke his walking papers, PRONTO.

Edgar Switches to Maserati

A former backer of the Ferrari marque, millionaire John Edgar of Encino has "gone" Maserati for 1957, MOTORACING has learned.

Edgar purchased the equivalent of eight Masers. He's expecting three chassis and five spare engines. The lineup includes: 3.5 with spare engine; 3-liter with spare engine; 2 liter with spare engine and two 1500 cc engines to interchange with 2-liter chassis.

Carroll Shelby, who only recently learned from Maserati's factory that he's been ranked No. 3 behind Fangio and Behra for Formula I competition, will be Edgar's No. 1 U.S. chauffeur.

However, Edgar indicated that until the Masers arrived and shakedowns accomplished, Shelby's mount will likely be the 4.9 Ferrari in which he scored at Palm Springs last November and won the Governor's Cup at Nassau.

(Tony Parravano, too, has said he is going to favor Maserati over Ferrari, which is giving neither help on parts, service or anything else.)

POOR SALESMANSHIP?

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John Foster

(Continued from Page 8)

events IF we can come up with the copy. Let's get on the ball this year and keep the stuff rolling in.

Action Photos

Photos, loaded with action or personalities (you're one!) and ok'd for release, will gladly be published. The ideal pic, of course, is an 8x10 glossy black and white, but good sharp snapshots can be used. Main thing here is to get them printed pronto and mail WITH identifying caption direct to MOTORACING, 725 No. Western Ave., Los Angeles 29.

It's the old story of any club column or newsheet being only as good as the club members make it. It would take a staff of several hundred to cover every event, so let's quit beefing about poor coverage of our chosen sport and cover it ourselves.

First news of coming events to reach me this year comes from Skip Crick. He has available a wizard 33-min. film of Lockheed's '56-24-hour Rallye in which many of you are prominent. Call Skip at POplar 6-5864, or write him at 4529 Cartwright, No. Hollywood, for the film and all the poop on this year's big event.

Up in Smoke

Following the news broadcasts of the recent terrible Malibu fire was reminiscent of war reports in which we learned of favorite cities and haunts destroyed by bombs. We all felt deeply each searing bulletin, as old familiar canyons in which we rallyists know and love every tree, bend and bump, went up in smoke.

Latigo Canyon, Decker Canyon, Triumfo Rd., Lake Enchantment, Hidden Valley, Las Flores Canyon, are all magic names to every sports car lover, and our sympathy goes to all those proud wonderful people who, stone by stone and shrub by shrub, built those lovely hideaway homes which were destroyed. I'm sure we all recognized the tremendous difficulties confronting the firefighters, who most certainly earned our respects and gratitude for such a wizard show in saving so much of our favorite countryside.

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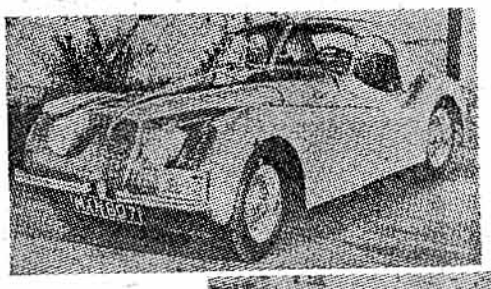

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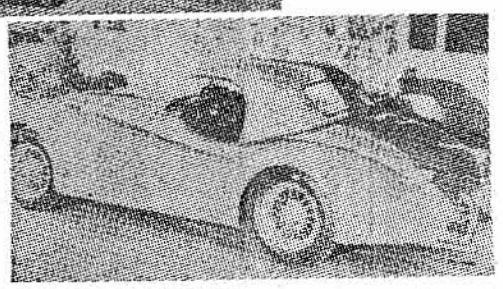

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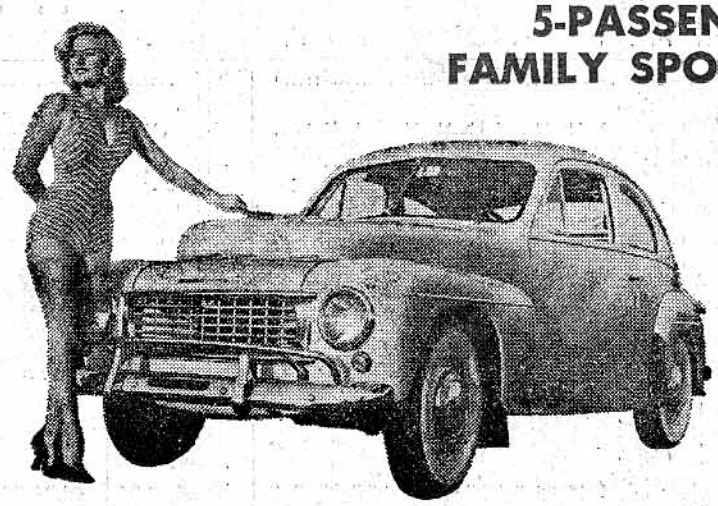

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